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APRIL 1988

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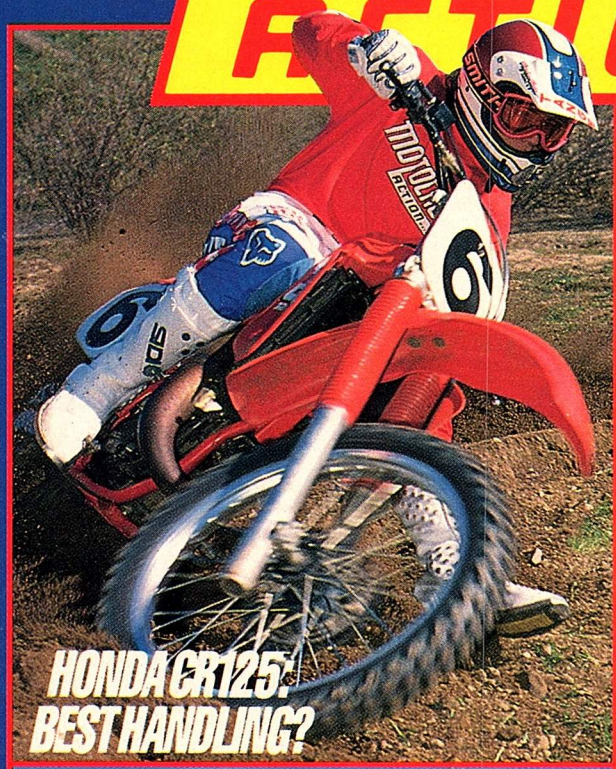
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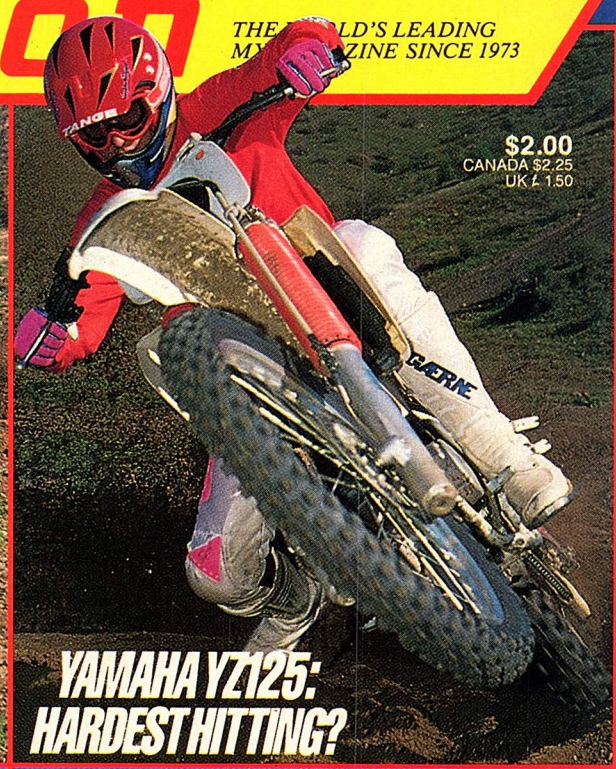
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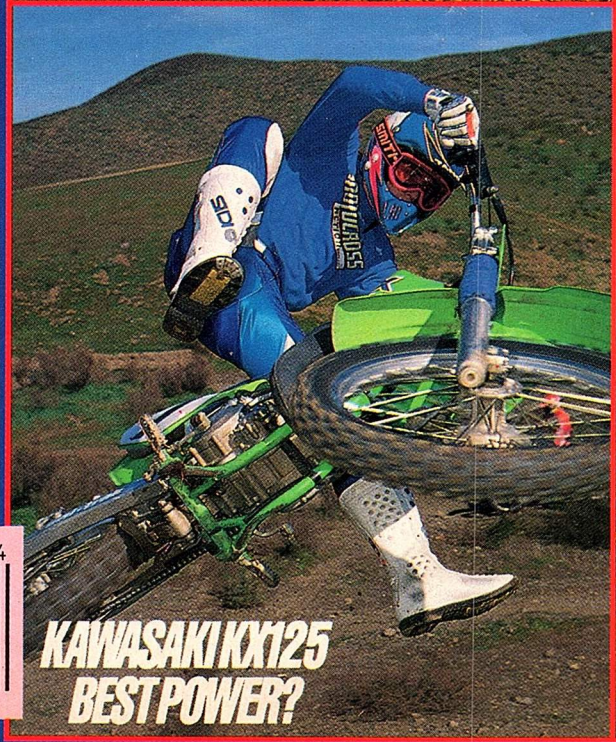
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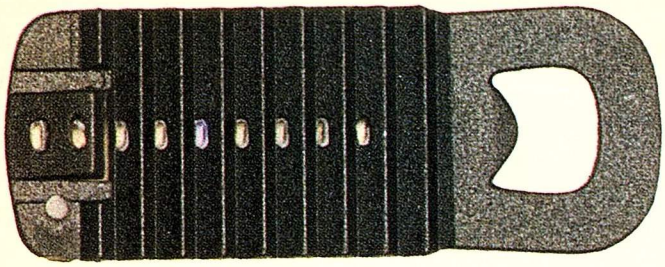
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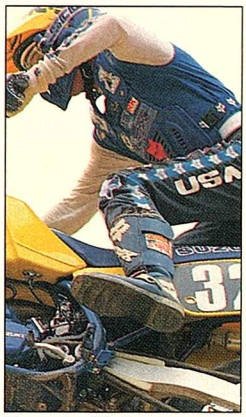
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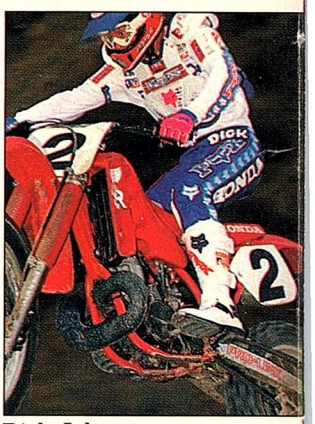
BUCK

Motocross, and especially supercross, places an incredible strain on your feet and ankles. If your ankles are weak, have been injured, or you just want to reduce the possibility of injury, it would make good sense to wear the best protection available.



Ronnie Tichenor

Many motocross boots today have insufficient ankle support using outdated methods. Leather or rubber pull-tabs are both good at closing a



Rick Johnson

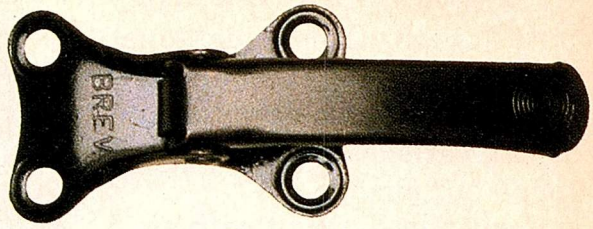
The advanced design one-piece toe plate keeps the boot and your toes protected.

Only the finest Italian Top-Grain leather is used in the construction of all Fox COMP-2 boots.

Molded plastic inserts are located at anatomically critical areas. (Toes,arch,heel,ankle joint,calf)

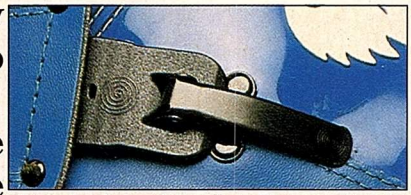
Hidden inside is our original Quick-Draw lace system to give a snug fit that is easy and comfortable to use.

LE UP

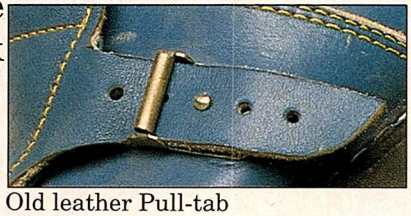


boot, but are effectively useless when it comes to providing ankle support.

Fortunately, there is the Fox COMP-2 with the patented Cam-Lock buckle system. The Cam-Lock buckle is the only system that utilizes leverage to secure the critical ankle area. And, since it's main components are metal and hard plastic, it will not stretch and loosen like leather and rubber pull-tabs. This superior support reduces the chance of ankle strain.



Cam-lock buckle Int. Pat. #185645



Old leather Pull-tab

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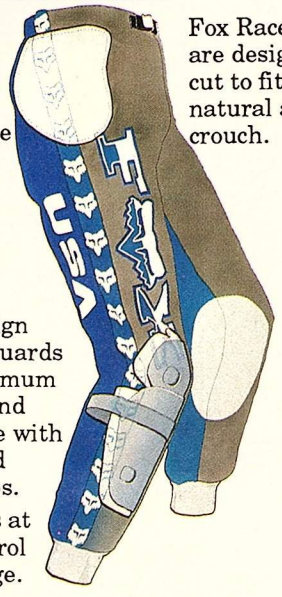
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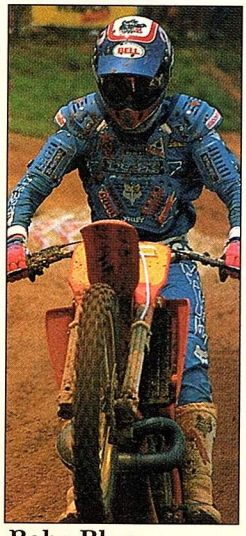
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We want you to try on a Fox ROOST-2. We are so confident you will like it that we guarantee your satisfaction.

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Rick Johnson



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Donny Schmit



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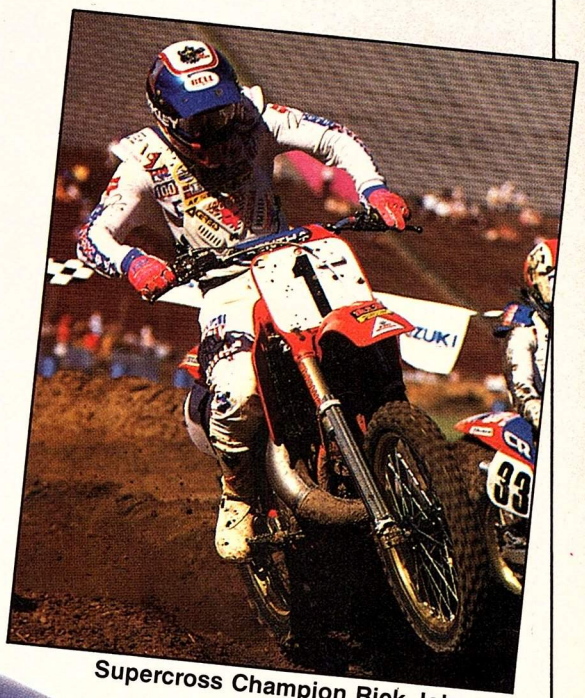
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MOTOCROSS ACTION MAGAZINE

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WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

ON THE COVER:—*MXA* debutante Greg Barbacovi teamed with good ol' Todd Smith to capture Larry Brooks and the excessive one himself, Joe Waddington, wringing out the '88 125s. TOC photo of David Bailey's picture-perfect clicker is compliments of Luc Verbeke. Cover design by DeWest. Color separations by Valley Film.

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On The Mainjet

By Roland Hinz



Roland Hinz and Joe Parkhurst.

☐ If you haven't been paying attention to the news from the Supercross front lines, you have missed the biggest story this winter. There's a *promoter war* going on. Mike Goodwin, the founder of Supercross and the promoter of the Anaheim Stadium, Los Angeles Coliseum, Rose Bowl, Atlanta Stadium and San Diego Supercrosses, recently lost his rights to Anaheim Stadium and the Coliseum. Those were his two most profitable Supercross races. Mickey Thompson, who promotes off-road car races, got the rights to those two stadiums. The fact that Goodwin and Thompson are embroiled in lawsuits over past business dealings made the switch in stadium control all that more volatile.

Nobody cares who promotes a Supercross race, only that the race be professionally run. So what's the problem? The problem is, Mike Goodwin's company holds the AMA sanction for Anaheim Stadium, and will not relinquish it to Mickey Thompson under any circumstances. The result is that the two biggest, best attended and most famous Supercross races may not be part of the AMA Supercross Championships. In addition, Thompson has some rather odd ideas about spicing up the events with reverse-order starting (fast riders in the back row) and an oddball points and payment schedule. All of this mishmash has resulted in a lot of negativity about the 1988 Supercross season. Everybody is talking about the *promoter war* and how it is going to hurt the sport.

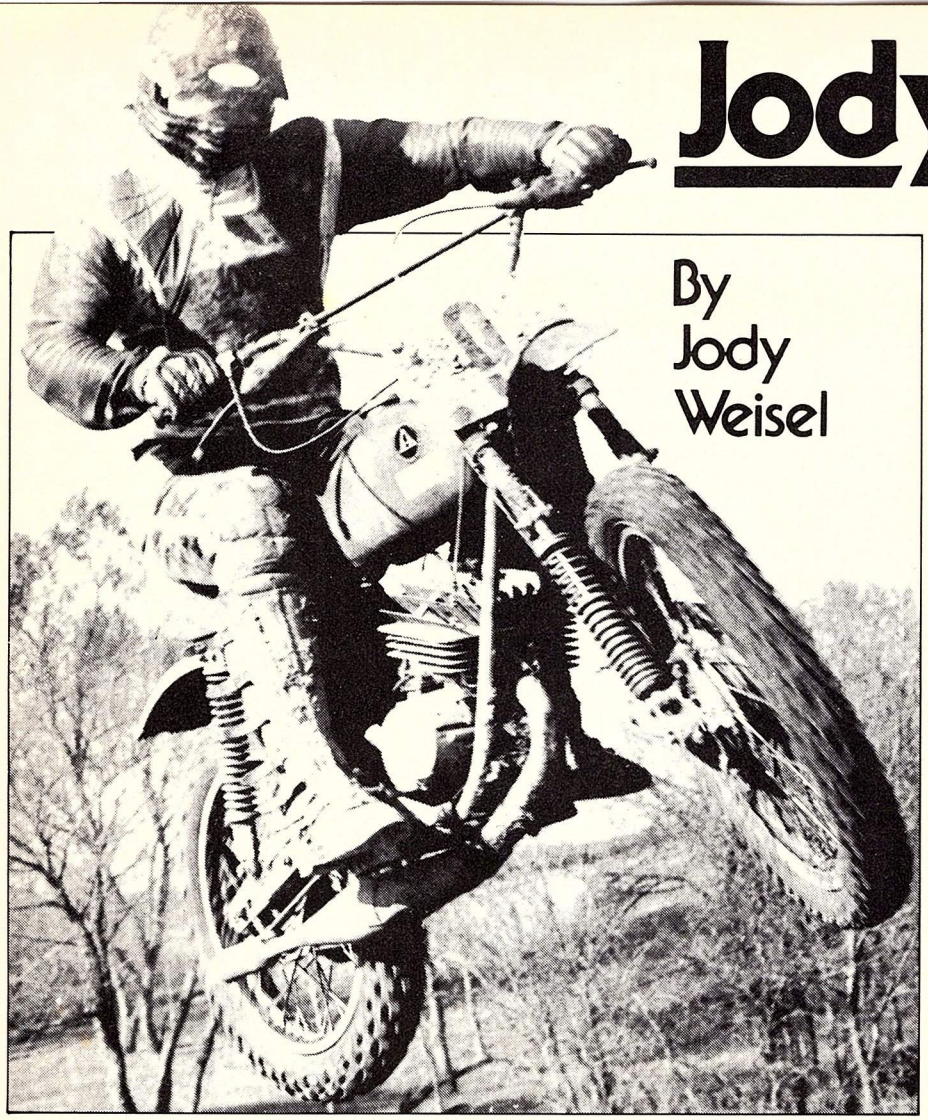
Let's be serious! America was founded on the free enterprise system, and if anyone wants to promote and hold a major motocross event, they are free to do so. Thompson's Anaheim, Los Angeles Coliseum and proposed Rose Bowl Supercrosses will be judged on their presentation and professionalism. If Mickey does a better job than any, or all, of the AMA promoters, more power to him. The paying fans will vote with their ticket purchases. If they get ripped off at Anaheim, they won't support the Coliseum, and they certainly won't return to Anaheim next year. But, on the other hand, when 70,000 people see a terrific motocross race (whether it is AMA sanctioned or not), it's good for the sport.

All the moaners and complainers should remember that the fans in the stands don't care about point totals in a 14-event championship. They laid their 15 bucks down for a night's entertainment. Whether a given race is part of the AMA's grand scheme doesn't mean diddly to a real fan—he came to see racing. There are dangers in the promoter war, but they are being blown out of proportion. The big dangers aren't that Thompson and Goodwin will drag the sport through the mud, or that the Anaheim race may not be part of the Supercross series, but that Thompson will do damage to a sound sport by trying to be too inventive and innovative; that Mickey will try to mix cars and motocross to the detriment of the sport; that he will persist with his plan for reverse starts and, in effect, make a straightforward and honest contest into a confusing mix of winners and losers. A mix that could leave the fans cold. And surprisingly, the biggest danger is that Mickey Thompson will get an AMA sanction and quickly become just another AMA promoter.

What does being just another AMA promoter mean? It means that Mickey wouldn't have had to up the purse for Anaheim to over $50,000 for the riders (as an AMA event, it never came close to that figure). Start money for the top 60 qualifiers would never have been $200 per rider (it's normally only half of that at its best). And Mickey wouldn't be under pressure to do the absolute best job he can to win over the hearts of the motocross fans. There may be a promoter war going on, and there will be winners and losers in that battle, but right now the riders are winners. They have more money, better opportunities and less restrictive entry. Who's losing? Mike Goodwin has lost two of his biggest paydays (which isn't fair), and the AMA (who won't be cashing a big sanction check) has also lost.

What about the fans? They haven't lost anything, because they don't care who the promoter is, only how good the racing is! ☐

Jody's Box



By Jody Weisel

☐When I first started racing, there were a lot of small motorcycle shops all over my Texas hometown. There was a shop that carried only Bultacos, another that had CZ, Monark, Husky and DKW, and there was an even smaller one that carried Hodaka. Yeah, we did have Honda, Yamaha, Kawasaki and Suzuki shops, but nobody who was *real* ever went in those shops. And all of us kids wanted to be *real.* We idolized the Euros and tried to emulate them as much as possible. Some guys had three black dots on their helmets, such as Joel Robert (they called them Robert dots). I had my name printed across the front of my blue and yellow GP chest protector, and we all had Jofa's and Hallman leathers with ABH printed on the legs.

It was tough in those days to get any solid info about real motocross. You had to wait for magazines to print sporadic pieces in between giant stories about dirttrack and roadracing. The greatest day of our lives was when the Trans-AMA came to a town near ours. We'd load up the Brownies, Get Serious T-shirts and white painters-style pit hats, and head for Rio Bravo. I was there the day Jimmy Weinert became the first American to win a Trans-AMA. I've been to a lot of other significant motocross events on both continents since then, but that day is the most important to me, because I didn't have to race the race, cover the race, or wish I was at some other race. I was there out of pure undying love of motocross. A motorcycle racer can only feel that feeling for a short time before he becomes a jaded professional.

Those days are gone for me. Now I wing in on a jet, I ride the latest, greatest, trickest bikes, and I don't idolize Roger DeCoster from afar, because we're first-name pals ("Hi Rog"—"Hi Jody"). CZ, Bultaco, Hodaka, Monark, the Swedish Husky and DKW are all gone, too. So are those little shops in my hometown. Unfortunately, the little shops are virtually gone from everybody's hometown. Yeah, Honda, Yamaha, Kawasaki and Suzuki are still there, and if you want to be *real,* you ride one of them. Blasphemy 15 years ago is now coolness.

But I still hang out with *real* guys, and I avoid the high-tech glitziness of modern cycle supermarkets. Ted is the guy behind the counter where Crazy Dave, Jimmy Mac, the Floyd brothers, Fred Phalange and I hang out. I like to go in there and hear all the latest gossip. Maybe I'll even tell a joke or two about Fred's brother, Stumpy. If I can work it out, I like to hit the shop just before lunch so I can sit in the back room and eat with all the guys.

I don't have to hang out at Ted's shop. I could get my facts from other sources, buy lunch at Burger Biggie and order my parts directly from the factory. Yeah, and I could buy plain-wrap toilet paper, date a MENSA member and drive a B-210. Forget it! I want some involvement with my shop, my bike, my friends and my sport.

My first real MX boots came from a shop just like the one Ted runs. I loved those boots. In fact, I wore them around the house when I got home. Nobody could talk me out of them. I feel sorry for today's hotshot 125 Intermediates who have the "Gimme" syndrome so hot and heavy that nothing is good enough, free enough or sponsored enough to satisfy them. They all strive to be so professional and cool that they can't show any emotion about the sport. They are so accustomed to the National Pros whining, complaining and griping about everything from the track design to the lock on the Port-a-can that they believe that the *factory way* to do things is to be aloof. I rode for my first sponsor for five years. I got offers to switch, but I liked my sponsor. Today a kid has an FMF engine this week, Race Tech next week, and is over at Pro Circuit complaining about the other two the whole time.

Yeah, things today are different from the way they were when I was a shop gremmie. Shop sponsorships are rare, thanks to the advent of chest protectors wiping out visible logos. The choice of bikes to ride has narrowed to four major brands. Getting stuff for free is more important than getting the right stuff. Euro riders are second class in a world dominated by Americans. The pits have become a battleground of keeping up with the Joneses (the Jones's box van, motorhome, Pro-Trac, generator, compressor and awning).

Luckily, there are still shops like Ted's all over the country, and there are people who love the sport, its history, heroes, folklore and culture. If you look hard enough, you can find a guy at your track who remembers that Preston Petty was a rider before he was a fender, that Torsten Hallman was World Champ before he became a sticker, that bikes used to have two shocks, that just because a cylinder has fins on it doesn't mean it's a four-stroke (it's just air-cooled), and who actually saw Roger DeCoster race and can tell you stories about riders and races that will bring a tingle to your spine.

And somewhere there are kids piling into a car for an all-night ride to a track to watch their idols ride (Instamatics ready). And you know something, guys? I'd trade having Roger DeCoster call me on the phone to ask what I think about the new bikes to see him ride again. ☐

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MX BOOTS SZ: 1 - 6

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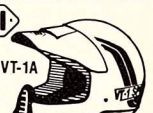
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JOJO KELLER

RETIRE? NO WAY!

• ***MXA:*** *JoJo, we've heard rumors that you have retired from racing and gone to work in construction. Is that true?*

JoJo: No, no way! I haven't retired, but I *am* working. I run heavy equipment for a construction company, and I also help unload swordfish off a friend's boat.

MXA: *Will you be racing this year?*

JoJo: Yes, I've been working to make money to cover my expenses so I can afford to go on the road this year. Dick Bettencourt is helping me out with bikes again. I'm really pumped to be back on Hondas. I want to do well and think I will on the Hondas. The '88 250 is the best bike I've ever ridden; it has given me a new lease on life!



◄ A Honda kind of guy: "I'm really pumped to be back on Hondas . . . it has given me a new lease on life," says JoJo Keller.

MXA: *Since you switched from Honda, you have had two dissappointing seasons. Can you turn things around?*

JoJo: I hope so. I have to thank my bosses, Paul Puffer and Willy Matera; they are the ones responsible for getting me back into the swing of things.

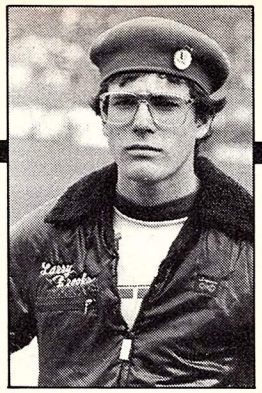
The year started off well, but then I hurt my leg, and things didn't work out quite the way I planned. I got bummed out about the Kawasaki—the bike was good, I just couldn't adjust to it. I was riding, not racing, and you can't be successful when you're like that. I was riding unhappy, stiff and overweight. I rode weighing about 230 pounds. This year I will be in shape and under 200 pounds. I plan to do better than I did in 1985! •

LARRY BROOKS

LARRY GOES BACK TO SCHOOL

• ***MXA:*** *Larry, we hear that you have gone back to high school. What's the story?*

Larry: I had time off after the '87 season, so I thought I'd go back to school and get my diploma. I know that my racing career will not last forever, so I want to be prepared to do something else.



◄ Educated man: High school senior Larry Brooks realizes the value of an education, ". . . I want to be prepared to do something else."

MXA: *So how do you like it?*

Larry: School is still the pits, but I have learned much more in these past few weeks than I did in all the time I was in school before. I've realized how important an education really is, and this time around I intend to make the most of the time I am in school. Who knows, I might even try college!

MXA: *What is your favorite subject?*

Larry: I guess history. It is interesting to learn about different events and how they affect what has happened around the world over the years. I like the teacher, too; she really makes the class fun.

MXA: *What are your plans for this year?*

Larry: This is *the* year, it's do or die! I have been practicing a lot on the 250, and I think it will help my riding and results in the 125s, as well as the Supercrosses. I definitely want to do better in the Supercrosses, and I know I will. I'm mad and plan to win the 125 National Championship! •

KEITH BOWEN

JOINING THE RANKS OF THE PRIVATEERS

• ***MXA:*** *Keith, we hear you'll be riding for Tuf Racing as a privateer next year.*

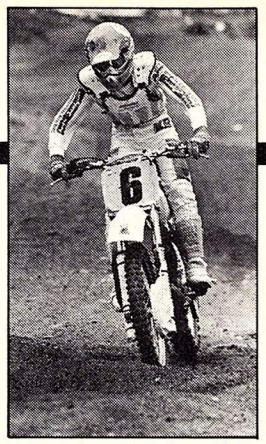
Keith: Yes, I'm 100 percent sure. Yamaha called and asked me to ride for them, but I decided not to. They [Yamaha] wanted me to ride under contract, but if I did not finish in the top five, they wanted to disregard the contract. I didn't think that it was too good . . . you know, racing with that kind of pressure. I think that the Tuf deal is definitely better.

MXA: *Will you be happy as a privateer?*

Keith: Yeah, I think so . . . I hope so! I like being a factory rider, but being a privateer wouldn't be bad. A lot of guys have shown that you can be sucessful as a privateer.

MXA: *Will you be paid a salary?*

Keith: No, it will be a bonus type of arrangement. Either Kawasaki or Suzuki will provide the bikes and parts, and Tuf will provide the truck, mechanic and pay the expenses. Tuf will also come up with outside sponsors that I wouldn't be able to get on my own. The sponsors will be the companies they distribute for, and I will wear the clothing that Tuf handles, most likely Answer.



◄ Toughing it: Keith Bowen will be riding for Tuf Racing in 88. "A lot of guys have shown that you can be successful as a privateer," he says.

MXA: *What class will you be riding?*

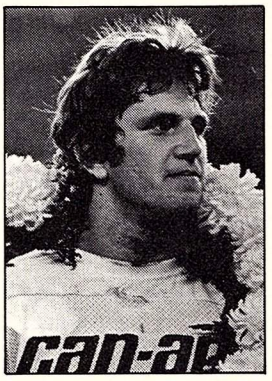
Keith: I'll be back in the 125 Class. I think that right now I'm better suited to the 125s. I don't have any problems on the 250s, but I couldn't adjust to the 500s. I have a good feeling about next year. I think I'll do well. This year I had some health problems and problems with the bike. I never did get on track. Hopefully, things will change in 1988. •

JIMMY ELLIS

SPEAKING OUT DOWN UNDER

• ***MXA:*** *Jimmy, what brings you back to the States?*

Jimmy: I came home for a couple of weeks to see my kids, who live with my ex-wife in Connecticut.



◄ Rabble rouser: Jimmy Ellis has retired from racing and is trying to bring about changes in Australian racing. "I can speak out now and not worry about having my license take away. Hopefully I can do some good!"

MXA: *Are you still racing in Australia?*

Jimmy: No, I have finally retired. I hurt my knee back in October of '86 and had it operated on. I went back to racing in May of '87, but the pain was too much, so I quit in July. Since then I have been working as a carpenter.

MXA: *Are you still involved in the motocross scene, or have you completely retired?*

Jimmy: I have been doing motocross schools and giving private lessons, but my biggest project is trying to work with the ACU to get some of the archaic rules changed. Right now, motocross in Australia is 20 years behind the times. They have

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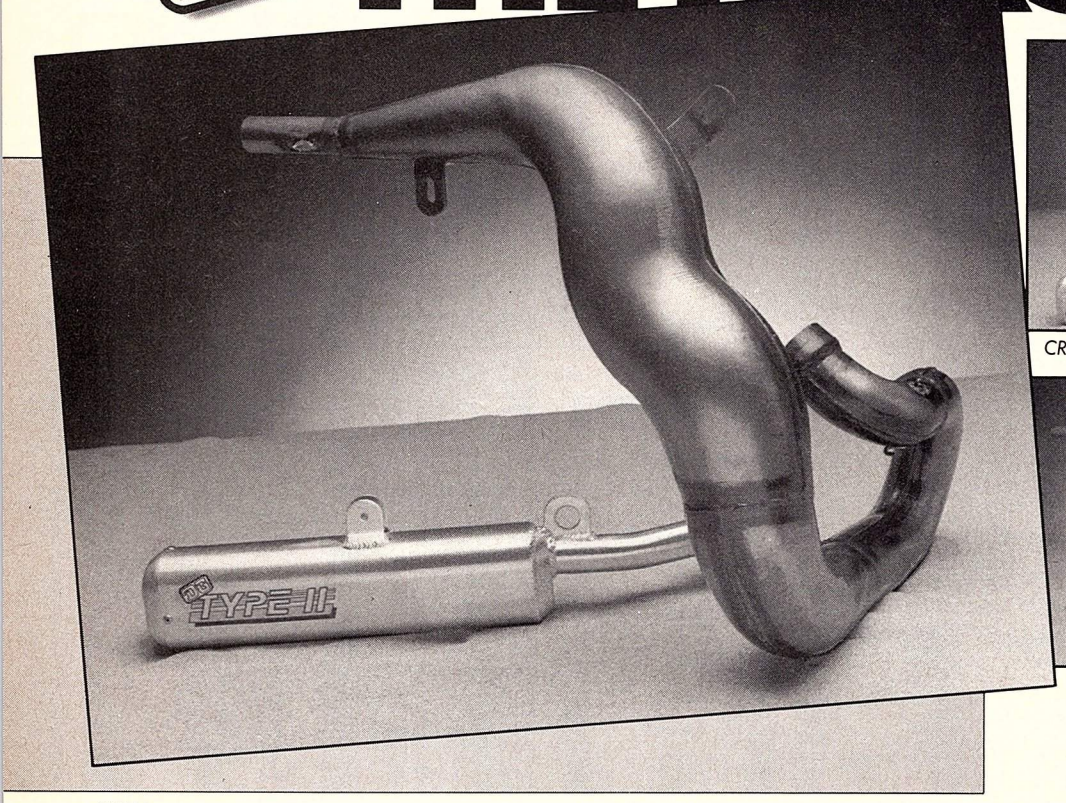
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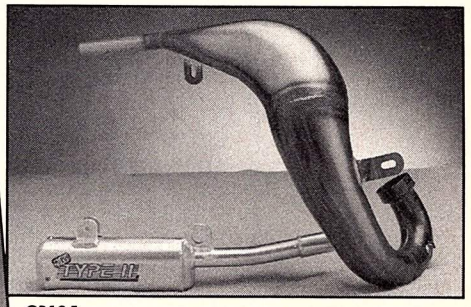
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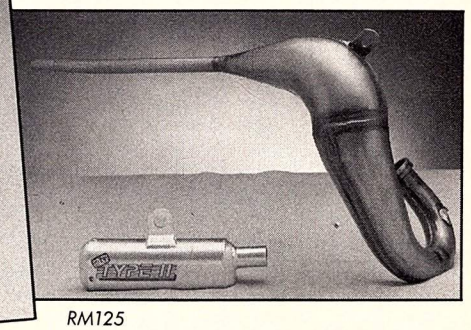
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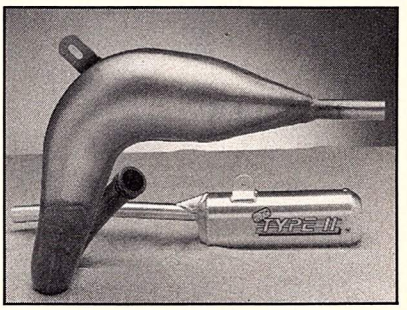
CR500



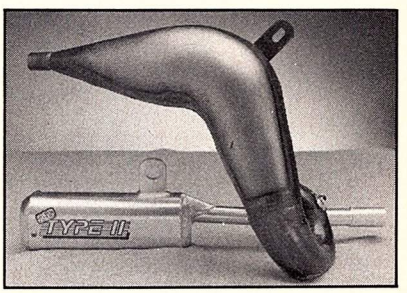
CR125



RM125



KX80



CR80

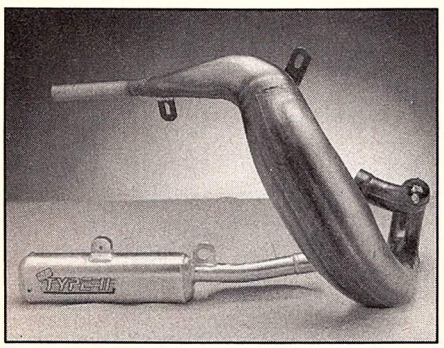
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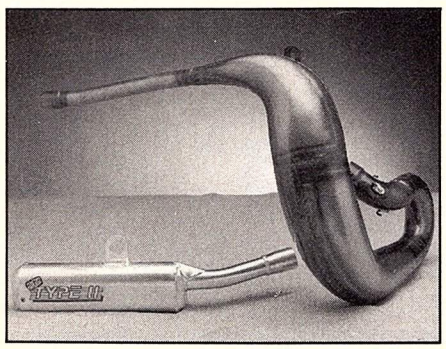
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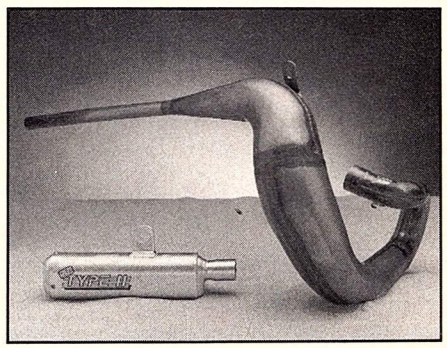
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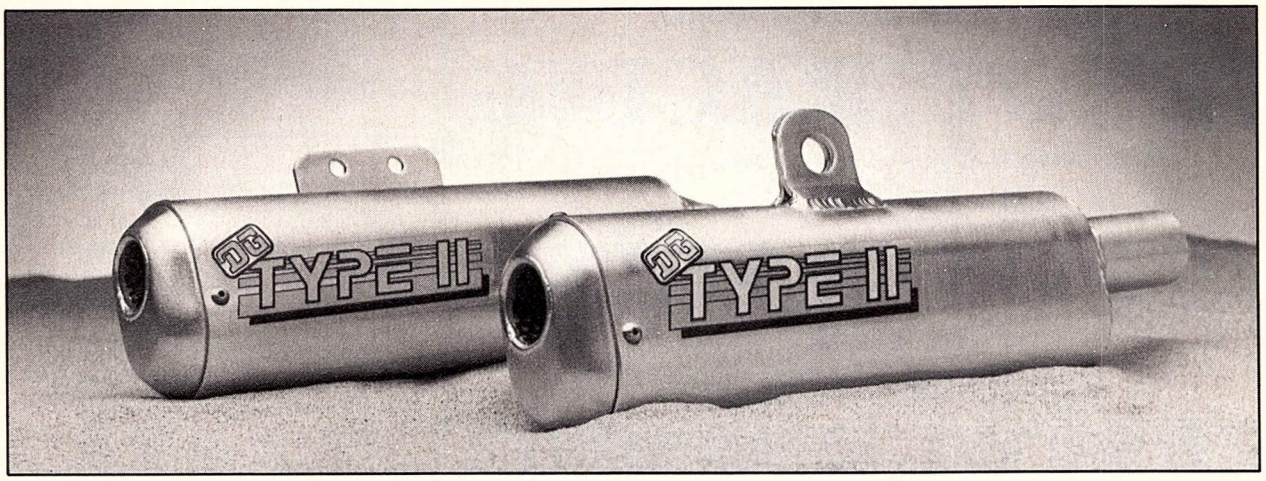
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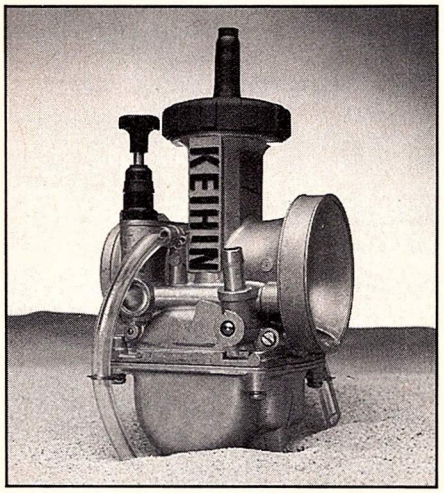
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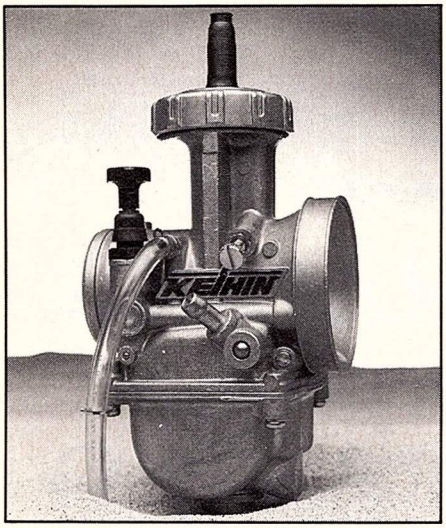
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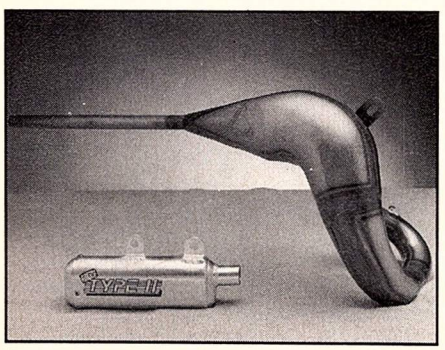
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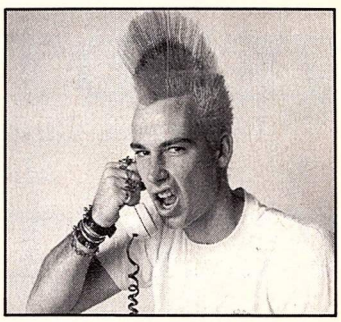
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some pretty ridiculous rules, but they don't want to listen to outsiders.

MXA: *What are some of the problems?*

Jimmy: They are mostly little things that keep the sport from being professional and widely accepted. They still have flag starts, poor safety rules, a lot of little things that are problems. The big problem is that no one complains or tries to get them changed. You've heard of the Mr. Motocross series? Well, it isn't a series, it is a one-day event in which you race five motos. You go out and race for 20 minutes, rest for ten, and then go back out. They do that five times to determine a champion. It's a joke. The events aren't well promoted, the money and sponsors are slim, and things like fuel are expensive. It is a situation in which a few changes will make a big difference. Now that I'm not racing, I can speak out and not worry about having my license taken away. Hopefully, I can do some good! •

MIKE CRAIG

SOUTH SEAS SUPERCROSS

• ***MXA:*** *Mike, we hear you went to Tahiti to race a Supercross. How did that come about?*

Mike: The promoter called and asked if I'd like to go over, all expenses paid, and race. Naturally, I said yes. Jeff Maberry also went, and we flew for nine hours from Los Angeles.

MXA: *What did you do while you were there?*



Island hopping: On racing in Tahiti, Mike said, "It was one of the best Supercross tracks I've ever raced. Great tabletops!" ►

Mike: It was unbelievable! We stayed at the mayor's house, which was really nice. It overlooked the ocean. We went snorkeling, which was a lot of fun. The water was crystal clear, and there were a lot of fish. We also went on a big yacht to a little island. The island was so small you could walk around it in a half an hour. The beaches were covered with beautiful girls, all topless! We went Jet Skiing off the island. It was a blast jetting around and trying to avoid the coral reefs. I had a lot of fun.

MXA: *What about the racing?*

Mike: It was one of the best Supercross tracks I've ever raced. It was inside a soccer or bullfight stadium, and it had great tabletops. You could really whip it off them.

Jeff and I represented the United States, or the mainland, and there was a team from Hawaii, a team from Tahiti and a team from

Motocrossers get the Chicks!



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New Zealand. The first night, which was a Wednesday, we raced three 30-minute motos in gnarly humidity. I thought I was going to die.

I won all three motos, but they were timing the laps and the motos to determine the overall winner if someone didn't win all the motos. It made for interesting racing. •

GUY COOPER

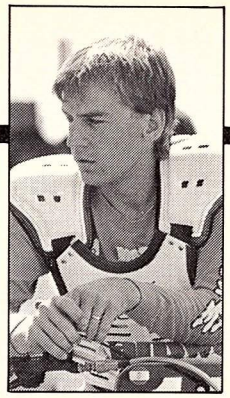
LIFE AS A MARRIED PRIVATEER

• ***MXA:*** *Guy, how has being married helped you?*

Guy: Well, being married settled me down. You don't go out partying and chasin' women on the road when your wife is with you. Of course, you shouldn't be doing that when you're married, anyway (laughs).

The best thing is that she is there for support and to manage our business affairs. I bring home the money, and she spends it (big laugh). No, I mean she pays the bills. Having her handle those chores leaves me free to concentrate on racing.

MXA: *Doesn't all the traveling and being away from home put a strain on the relationship?*



◄ Happily married: Being married has made Guy Cooper's life as a privateer easier, "We do everything together, so I always have the support and motivation to do well." *Paul Buckley*

Guy: No, we don't mind being on the road. We do everything together, so I always have the support and motivation to do well. We never went out partying when we were at home, so being tied down to traveling didn't affect us as far as a social life is concerned. Beside, we have gotten to see the country, which many married couples our age don't get to do.

We set goals and work together to attain them. We've rached more goals than I ever thought possible. When I give 100 percent and things don't go well, she is understanding and cheers me up. But if I slack off and don't ride the way I'm capable of riding, she gets mad, real mad. As I said, she helps keep me motivated to do well.

MXA: *Are there any drawbacks to being a married privateer?*

Guy: Yeah, there are some. When you're single and finish out of the top 20 you lose only the expenses of one. Being married means that when you lose, you lose for two people. Of course, the relationship is close, so when things are bad, they're twice as bad! And if they are good, then they're twice as good when shared. The other drawback is when a European promoter wants to fly me to Europe to race. We are a team, which means if I go, she goes. That has somewhat hurt my racing as far as exposure over there, but that's okay, she is more important!

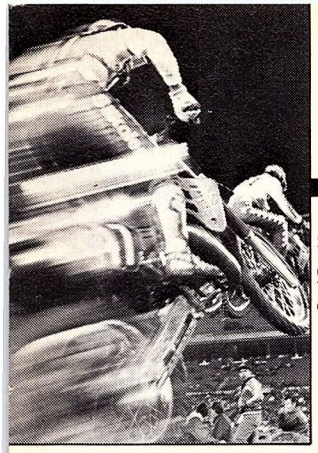
FRED ANDREWS

TRYING TO MAKE ENDS MEET

• ***MXA:*** *What are your plans for 1988?*

Fred: They're still up in the air. I'm waiting to see what the AMA announces for purses in the 125 Class. If they stay the same as last year, I won't be able to afford to race the Nationals. There is just no way to make ends meet with the purse structure they now have. The only way most guys can afford to race is with the factory contingency programs, and from what I hear, those are going to be greatly cut back. I'll probably end up riding the 250 and 500 Class, and the





Paul Buckley

◄ *Its all economics: "There is just no way to make ends meet. . . ," says Fred Andrews.*

Supercrosses that offer more money.

MXA: *What do you think will help the problem?*

Fred: I think that the purses need to be raised, or there won't be anyone racing. The promoters need to get more outside sponsors involved. Get them to put up money toward the purse.

Another thing that would help is contingencies from companies other than the factories. This year I made a lot of money from the Smith Goggles program. Their program made a big difference, and if more companies did the same, racers might be able to afford to race the Nationals. I think it would be a big plus for the companies, as well as the sport.

MXA: *Fred, after four years of racing Nationals, you've finally cracked the top 20. What do you think?*

Fred: I'm really pleased with the way my year went. In the beginning of the year I had some setbacks, but things picked up toward the end. I got a fifth at the Superbowl and a fourth in the 125 USGP in Pennsylvania. I had a lot of family support, which really helped, especially from my brother, who was my mechanic. I'm looking forward to the upcoming season. •



◄ *New hero: Jeff Stanton has risen from the privateer ranks to a full factory ride and plans on staying there. "I know I will be a threat to win. . ."*

JEFF STANTON

JOINING THE RANKS OF THE FACTORY STARS

• ***MXA:*** *Jeff, you had a great rookie year, are you satisfied?*

Jeff: I'm happy, but I had a lot of injuries that messed things up early in the year. I guess I can't complain when I compare my injuries with those of others. I'm very happy with my results in the 500 Class. I think Rick and I put on a good show.

MXA: *What are your plans for next year?*

Jeff: I've just signed with Yamaha for a full factory ride, so I'm happy with that. I'm glad to have gotten that contract stuff out of the way; it gets a little nerve-racking talking to different companies. I think I made the right move. I know everyone at Yamaha, so there won't be any problems working with people or getting adjusted to new people, as there would be if I switched teams.

MXA: *We heard that you were close to signing with Honda. What happened?*

Jeff: They're going through a lot of cutbacks, and they couldn't offer me the kind of money that Yamaha did. Two years ago, it probably would've been different, but now. . . anyway, I think it worked out for the best! I'm looking forward to working with Micky and Broc and think we will have a very competitive team.

MXA: *What do you think of the new YZ250?*

Jeff: That was one of the reasons I signed (laughs). I think it is better box-stock than my hopped-up '87. I know I will be a threat to win on that bike. I'm looking for a top-three placing in the Supercross and 250 Championships, and a top-two in the 500s. I think 1988 is going to be a good year. • □

FULL COVERAGE INSURANCE

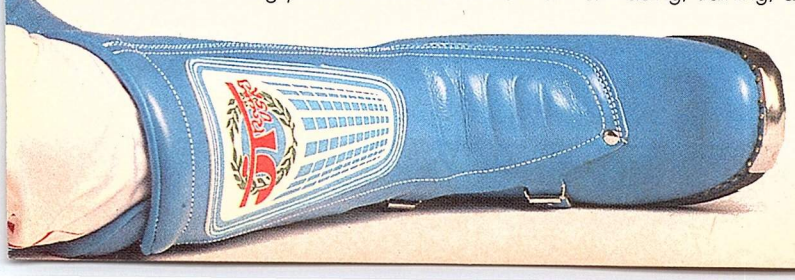
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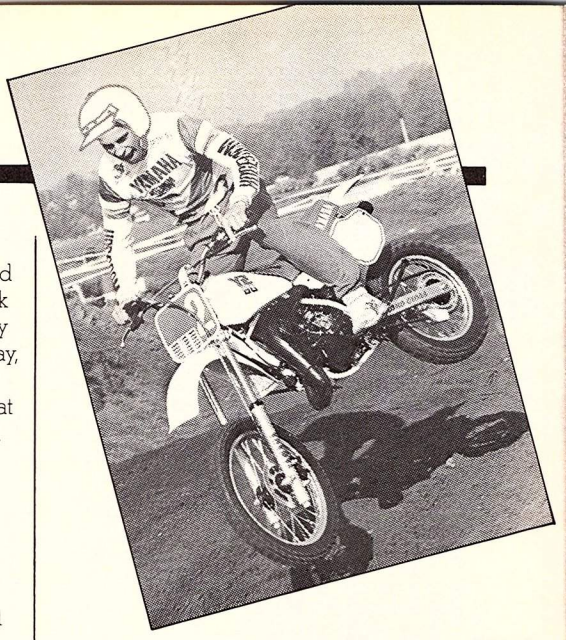
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JT Racing USA

Mail Entries



A LAUGHING MATTER?

Dear *MXA,*

I just read about a street bike that uses a nitrous-oxide fuel kit. I would like to know if anyone has tested one on a dirt bike, or where I might find more information.

Gerald Martinez
Sinajama, Guam

(Check with your local mental health agency. Tell them we sent you.)

OLD WIVES' TALE

Dear *MXA,*

I'm a wife with a small problem. Every time you print a new bike test, my husband goes out and buys it. This past year, he finally got me a little 100cc, giving me a great time for about five minutes. It's fun to follow a gang down a sandy wash, sinking, sliding, and dodging cactus. I became an expert at following dust clouds from miles behind. Then my husband calls me to the garage to see his new "sexy" '88 CR250. While I help him unload, he informs me that I'm getting a new bike, too. . . his friend's abused KDX200 (sometimes I think he thinks I'm stupid). I get this line about how it's good to start out on a used bike. Used bikes don't bother me, abused ones do!

Anyway, he put on new bars, fixed the suspension, bought a new back fender, and gave her a tune-up. But it still needs a back tire, and the brakes squeal (he told me they all do that, but I suspect he's lying). Anyway, I hope that other guys will read this and realize that a lot of girls like to ride, and that we appreciate and enjoy quality bikes and skillful riding, too.

Carl's wife
Carlsbad, CA

EDWIN MEESE BANNED IT

Dear *MXA,*

I am getting back into motocross after 11 years away from the sport. The bikes and tracks have changed so much, but my question is what ever happened to the phrase WFO? I wonder how many of your readers today have even heard of riding WFO?

Todd Hunt
Lake City, FL

(As a phrase and speed, WFO was terminated in 1982. The last rider to use that phrase was banned from racing for life and had his trophies melted down into a poodle's dog shish. The current "in" phrase is "contact my agent" or CMA, for short.)

THE HELMETLESS CHAMPION

Dear *MXA,*

While looking through the January issue, I was enraged by one of the pictures in your magazine. . .

Don Bailey
Vista, CA

Dear *MXA,*

. . .when I saw the picture of John Van den Berk jumping a YZ80 without a helmet on, my jaw dropped. How can you be so

(continued on page 124)



NEED WE SAY MORE!

WINNERS' PICKS

RIDER	TEAM	HARD-PACK	SAND	MUD/ROCKS	LOAM
Erik Kehoe	Team Suzuki	Bridgestone M23 front **Dunlop** K 695 rear, For extreme hard-pack Bridgestone M22 rear.	**Dunlop** K990 front **Dunlop** K990 rear	**Dunlop** K990 front **Dunlop** K990 rear	**Dunlop** K990 front **Dunlop** K990 rear
Jim Holley	Team Yamaha	**Dunlop** K490, Bridgestone M23 front **Dunlop** K595, Bridgestone M22 rear	**Dunlop** K990 front **Dunlop** K990 rear	**Dunlop** K990 front **Dunlop** K990 rear	**Dunlop** K490 front **Dunlop** K140 rear Note: prefers K88 for rear; but it's not produced anymore
Ron Lechlen	Team Kawasaki	**Dunlop** K490 front **Dunlop** K595 rear For extreme hard-pack Bridgestone M22 rear	**Dunlop** K990 front **Dunlop** K990 rear	**Dunlop** K990 front **Dunlop** K140 rear	**Dunlop** K990 front **Dunlop** K990 rear
Jeff Stanton	Team Yamaha	**Dunlop** K490 front **Dunlop** K595 rear	**Dunlop** K990 front **Dunlop** K990 rear	**Dunlop** K990 front **Dunlop** K990 rear	**Dunlop** K490 front **Dunlop** K695 rear
Dave Bertram	Team Husqvarna	Metzeler 300x21 Motocross front Metzeler 450x18 Multicross rear	Metzeler 300x21 299 MXR front Metzeler 130/80x18 199 MXR rear	Metzeler 300x21 299 MXR front Metzeler 130/80x18 199 MXR rear	Metzeler 90/90x21 MXR front Metzeler 130x18 MXR rear
Larry Roeseler	Team Kawasaki	**Dunlop** K490 front **Dunlop** K490 rear	**Dunlop** K490 front **Dunlop** K490 rear	Rocks: **Dunlop** K139 front Rocks: **Dunlop** K595 rear	**Dunlop** K490 front **Dunlop** K490 rear
Rick Johnson	Team Honda	**Dunlop** K490 front **Dunlop** K595 rear	**Dunlop** K990 front **Dunlop** K695 rear, deep sand K990	**Dunlop** K990 front **Dunlop** K140 rear, K990	**Dunlop** K990 front **Dunlop** K695 rear
Jeff Ward	Team Kawasaki	**Dunlop** K490 front **Dunlop** K595 rear	**Dunlop** K990 front **Dunlop** K140 rear	**Dunlop** K990 front **Dunlop** K990 rear	**Dunlop** K490 front **Dunlop** K140 rear

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*Reprinted from the December 1987 issue of Dirt Bike... page 34

DirtForce



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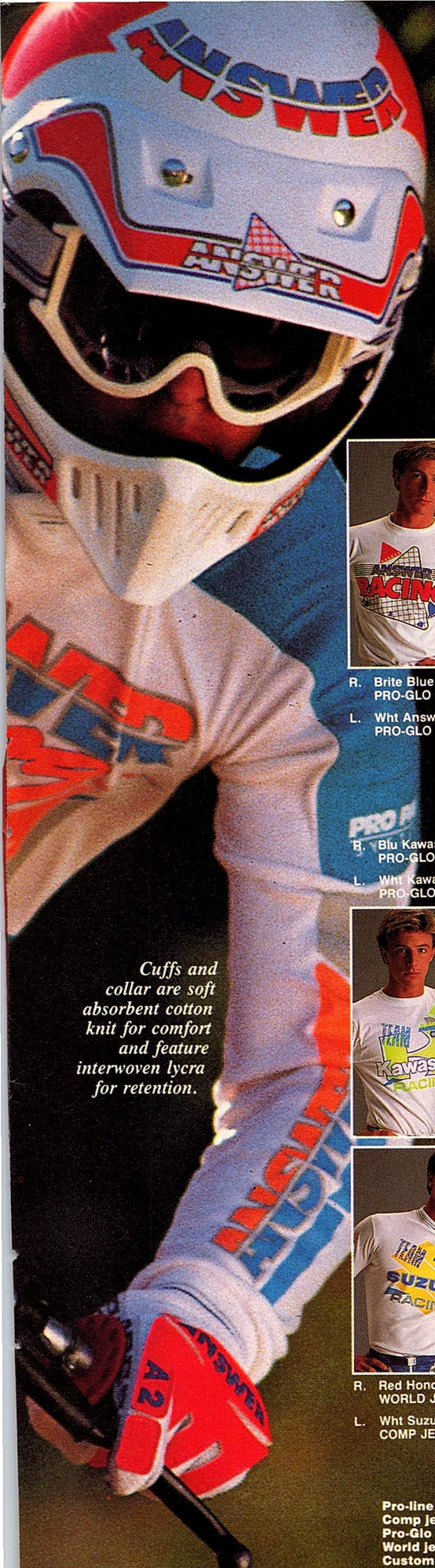
Constructed of heavy weight colorfast 8.5 oz. polycotton for shrink-free durability.

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Extra long cut tail to keep you looking good.


ANSWER
ANSWER
ANSWER

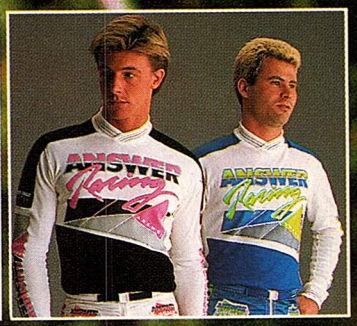


Cuffs and collar are soft absorbent cotton knit for comfort and feature interwoven lycra for retention.

R. Blu Honda PRO-GLO JERSEY

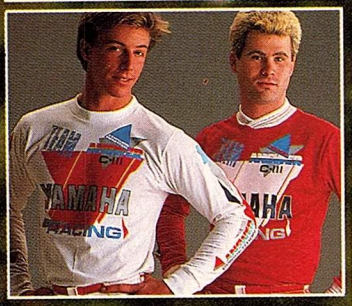
L. Wht Honda PRO-GLO JERSEY





R. Red Yamaha COMP JERSEY

L. Wht Yamaha WORLD JERSEY

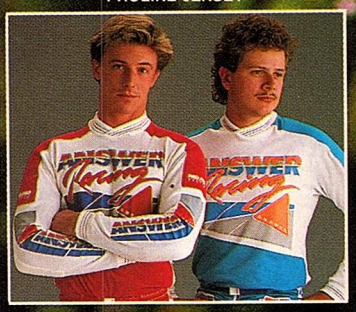


R. Wht/Blu/Grn Answer PROLINE JERSEY

L. Wht/Blk Answer PROLINE JERSEY

R. Wht/Brite Blu Answer PROLINE JERSEY

L. Wht/Red Answer PROLINE JERSEY



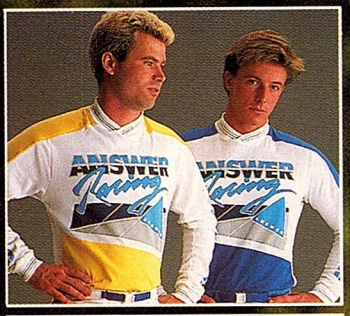


R. Brite Blue Answer PRO-GLO JERSEY

L. Wht Answer PRO-GLO JERSEY

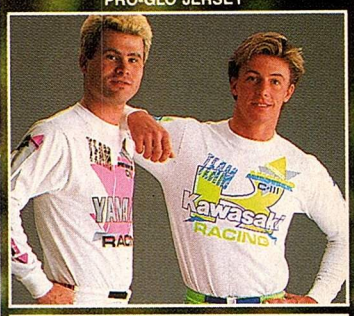
R. Wht/Blu Answer PROLINE JERSEY

L. Wht/Yel Answer PROLINE JERSEY



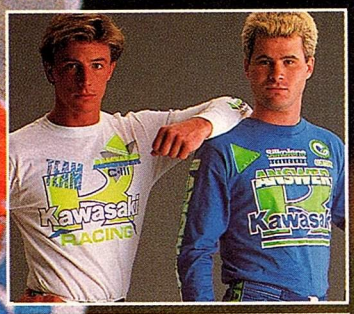
R. Wht/Kawasaki PRO-GLO JERSEY

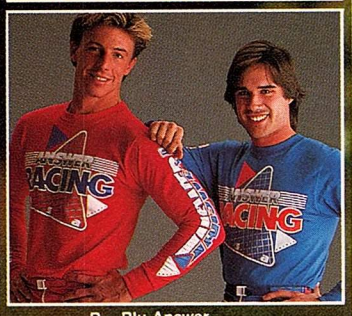
L. Wht Yamaha PRO-GLO JERSEY



R. Blu Kawasaki PRO-GLO JERSEY

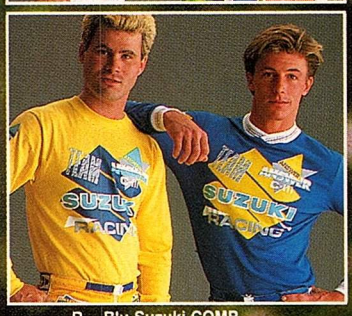
L. Wht Kawasaki PRO-GLO JERSEY





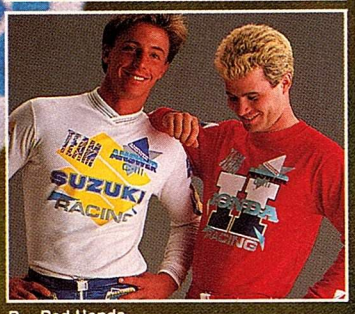
R. Blu Answer PRO-GLO JERSEY

L. Red Answer WORLD JERSEY



R. Blu Suzuki COMP JERSEY

L. Yel Suzuki WORLD JERSEY



R. Red Honda WORLD JERSEY

L. Wht Suzuki COMP JERSEY

ANSWER

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Ask the MXperts

PRE-MIX FACTS

Dick Lechien's lubrication gospel

☐ Dick Lechien is the brains behind Maxima Racing Lubricants, and is regarded as an expert in the field of high-performance lubrication. We at *MXA* are often queried regarding the facts and foibles of pre-mixes. We had some questions of our own, so we contacted Dick to set the record straight.

MXA: *How long will pre-mix last?*

Dick: It depends on how well it is packaged. The container that the oil or pre-mix is in is very important. The oil contains solvents that allow the oil to dissipate and be suspended in the gasoline. When oil sits for a long time in a plastic container, those solvents evaporate through the plastic. When that happens, the oil thickens, making mixing very difficult.

The same is true for pre-mix. When the gasoline evaporates, the ratio of oil to gasoline can change considerably.

MXA: *What should pre-mix be stored in? And how long is it good for?*

Dick: Pre-mix should be stored in a well-sealed steel can or in a thick-walled plastic jug. The red plastic jugs are not good, because the plastic is thin and the gas can easily evaporate. They are, however, good for short-term use, say for a weekend or so. I wouldn't leave pre-mix in those containers for more than two weeks.

MXA: *What temperature should oil and pre-mix be stored at?*

Dick: They should not be stored in high or low temperatures. The best range is between 50 and 70 degrees. Castor oils are especially affected by temperatures below 40 degrees, which cause the castor to lose its suspension properties.

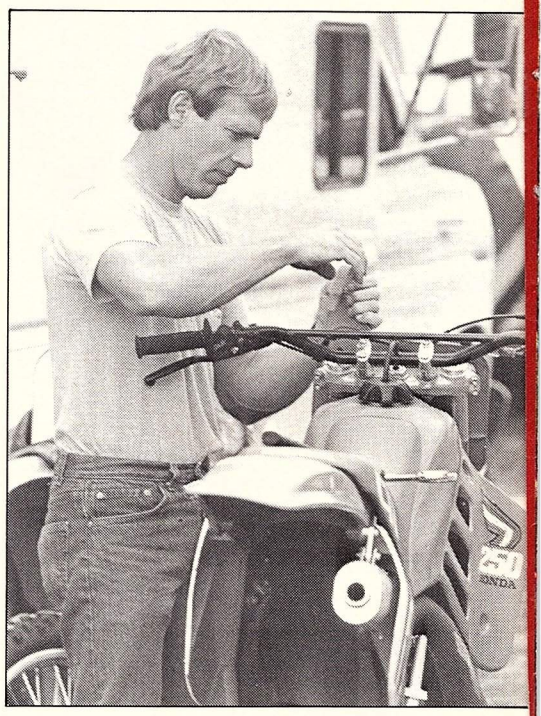
MXA: *What, if any, is the relationship between octane and horsepower?*

Dick: None. There is no increase in horsepower unless the motor needs it. The higher octane will help eliminate pinging and detonation, but it will not in itself increase horsepower.

Two-stroke engines basically run under 180 pounds of crank pressure, which combined with port and ignition timing, requires a very quick burn. Any fuel over 108 octane burns too slowly. Essentially, anything over 100 octane is wasted.

MXA: *Then what do you recommend for fuel?*

Dick: I would go with a 50/50 mix of racing fuel and super unleaded gasoline. That way the motor gets all the octane it needs, and the strain on the rider's wallet is kept to a minimum.



You can spend thousands of dollars on tune-ups and hop-up parts, but if the fuel isn't properly prepared, your scoot won't be going anywhere. It all starts in the gas tank.

MXA: *Do ratios have an effect on horsepower?*

Dick: (laughs) There are a lot of opinions on that. I believe that the more oil, the better. There is a significant difference in ring seal that is dependent upon ratio, especially in castor or castor-based oils. A ratio of 20-to-1 will provide a better ring seal than 50-to-1, and therefore, help maintain horsepower.

I would recommend ratios of 20 to 25-to-1 for 80s and 125s, 32-to-1 for 250s and 32 to 40-to-1 for 500s. Motocross engines can use anything from 20-to-1 to 50-to-1 without problems. It's primarily a matter of economics.

MXA: *What about castor oils and the perception that they gum up motors?*

Dick: That is true only on engines that are run for hundreds of hours before they are torn down. Most serious motocrossers are into their motors after eight to ten hours, and castor oils usually don't start to gum up until three times that many hours. So cleaning power ports and such is no different than with other oils.

Castor and castor-based oils are also excellent for maintaining good ring seal, because of the heat-activated properties of castor. Castor builds platelets that lubricate as two pieces of metal move across each other. So castor, despite popular belief, is not as messy as once thought, and is the best type of oil to use in a two-stroke. ☐

RAPID TRANSIT SYSTEM



The Arai MX-Pro. If you spend your time riding around the shrubs in the back yard, you don't need this much helmet.

If, on the other hand, you spend more time on dirt than bugs do, this is *definitely* your helmet.

Ounce for ounce we don't think you'll find a helmet that gives you more than the Arai MX-Pro. It has an *adjustable peak* that moves up for Supercross and down for outdoors. It has Arai's exclusive *removable mouthguard* that's adjustable up and down, forward and back, with flexibility that's engineered to help prevent injuries that might be caused by rigid one-piece designs.

The ventilation system is everything you'd expect from the company that created the first ventilated motocross helmet. And Arai's special liner fabric actually draws moisture away from your head and into the airflow to keep you extra cool and dry, yet it's easily washable so you can have a clean, fresh helmet time after time, without having to pull the helmet apart.

This year, the MX-Pro comes in four standard colors. Five factory-matched designs, including a brand new Euro Design. And four outrageous new *fluorescent* designs that seem to glow even in daylight!

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MOTOCROSS ACTION 125 SHOOTOUT

ONE-TWO-FIVES: BIG SURPRISE IN '88

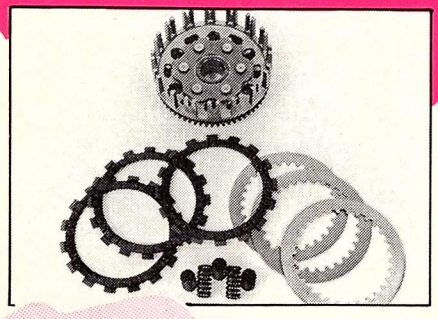
The best 125 of 1988 isn't the same old thing

☐ Are you in the market to buy a new 125 for the 1988 season? Which one is the best? How can you find out which bike has the hottest suspension, handling or engine, when your local dealer doesn't offer test rides? The answer? The *MXA* wrecking crew's 125 shootout.

This year the 125 Class has been turned upside down. For the first time in several years, there is a new champion: A best bike that is the best investment for your hard-earned cash. In the opinion of *MXA* there is only one super-bike this year. To find out which one it is, and how it got to be number one, read on.

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We stock all clutch parts!

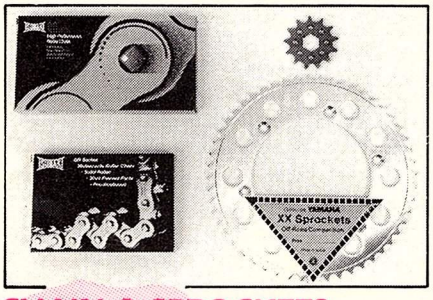


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We stock rings and cylinders!



CHAIN & SPROCKETS

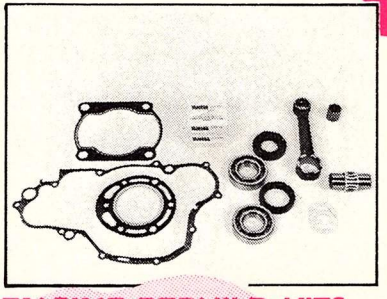
Genuine Yamaha Sprockets . . . Made of top grade steel or hardened aluminum alloy. High Quality, Pre-stretched Standard & O-Ring Racing Chain Available.

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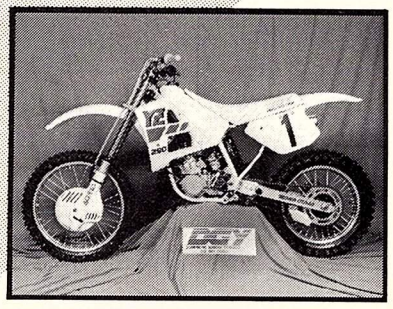


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DOWNERS GROVE YAMAHA

125 SHOOTOUT

PEDAL TO THE METAL

POWERBAND: WHICH ONE IS THE FASTEST?



Group therapy: Which is the fastest? Kawasaki. Best handling? Honda. Best suspended? Kawasaki. Best built? Honda. Easiest to work on? Kawasaki. Most comfortable? Honda.

• Honda is a **surprising company**. It has incredible resources, money and engineering know-how, but for 1988 it got a little cocky. Instead of going for faster, stronger and harder power, Honda went for smoother, longer and mellower. The result is that it didn't win the *MXA* 125 shootout powerband category. That is the biggest surprise of the '88 shootout.

Kawasaki did win the 125 powerband comparison. That's the next biggest surprise. The green team built a **totally new engine** that borrowed a little dose of design from everybody else. The result? A solid, broad and usable powerband that is head-and-shoulders above anything else produced in '88. It isn't a major horsepower engine, but don't let that dissuade you. It makes the right amount of power, but even better, it puts it in the right place. Good bottom, superb mid-range and enough top end to allow you to grab taller gears than any red, yellow or white bike.

Honda and Yamaha went in **different directions** when developing their powerbands, and the result is a mixed bag of sensations. Yamaha is a brutal, low to mid-range engine. It hits hard, very hard, and pulls strongly. It doesn't pull far, though. A YZ125 rider has to keep the engine churning and grab gears. It works best if you can get it up into third and keep it there, but it does require a lot of quick-shifting finesse.

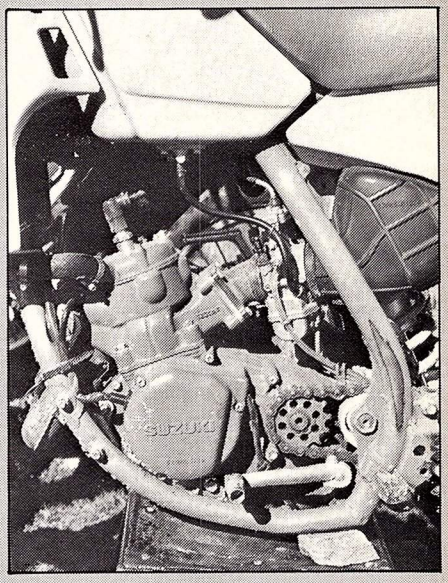
On the other hand, Honda went for the **mellow powerband**. The CR125 produces power everywhere in the range, but it is an electric style of horses that prefers to be ridden for lap times instead of in bursts of power. The lack of hit contrasts sharply with the Yamaha's abrupt punch, but in race conditions the two powerbands equal out. The flat-running CR takes less effort than the potent YZ vibes, but the YZ roosts out of tight turns that the CR lurches through.

Suzuki is **a rider's bike**. If you liked any of the Suzuki motors since 1985, you will like the 1988 edition even more. Powerband changes have been modest, with Suzuki trying to get mid-range out of what seems to be basically a top-end motor. On sweeping, high-speed and rough tracks, it works well. It suffers a little in tight turns and tricky sections that require blasts of low end.

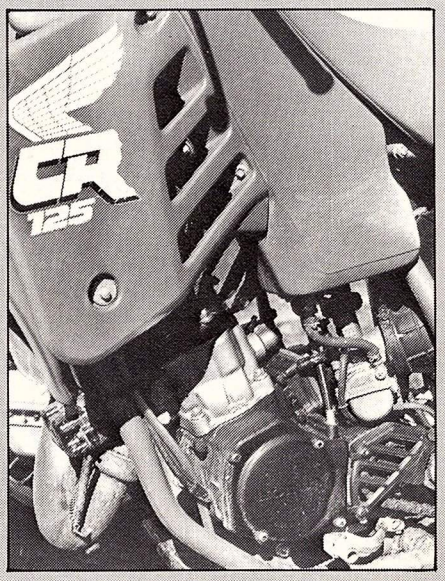
When given their choice of engines and powerbands, the *MXA* wrecking crew **was all of one opinion**—Kawasaki. We were split between Honda and Yamaha as a second choice. •



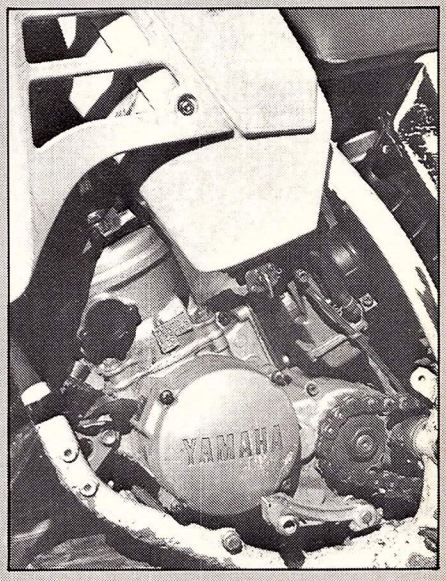
Best engine: Not blessed with incredible horsepower, the KX125 has perfectly positioned power. If it has a flaw, it is slightly erratic low-speed jetting. Best powerband.



Breathed on: Suzuki has tried to turn its old high-rpm engine into a mid-range motor. It has modest mid-range punch, but the overall powerband is very dependent on momentum and gear selection.



Carving knife: Honda mellowed out the powerband of the CR125 to increase reliability. It's a good lap-time motor that will do better on fast tracks than slow ones. Smoothest powerband.



Strongest punch: Yamaha took last year's engine and re-tuned it for more low-end hit. It could use some top end to make it easier to manage. Shifting is still notchy. Best low end.

125 SHOOTOUT

GETTING DOWN & DIRTY

HANDLING: SPLITTING HAIRS AT 50 MPH

• Very few people are able to distinguish a good handling bike from a bad one. They like what they are used to, adjust to their personal bike adequately enough to cover up its flaws and never get to spend enough time on a wide variety of bikes to become comfortable with all of them. Luckily, the **MXA wrecking crew** races different machines every week, often between motos, and an *MXA* test bike gets ridden, raced and evaluated by a group of test riders who have more years of experience than any factory team around.

Honda has the **best handling bikes** on the planet, but that doesn't mean they are without flaws. It means that the flaws fall within the prescribed range of acceptability. What is the 1988 CR125's biggest flaw? The same flaw it has had for the last five years. Its geometry is so quick in the turns that it has a tendency to headshake at high speed. Most 125 pilots are willing to trade the ability to cut inside, under and below anyone for some sketchiness at speed. We agree.

Kawasaki is **building a reputation** for designing bikes that handle with an admirable degree of neutrality. What does that mean? It means they don't do anything great, but they don't suffer in any category, either. There is a small amount of front-end push (noticeable in berms as a tendency to climb up the wall, and on flat turns as the need to make an inside correction), but it is not critical, and can be virtually eliminated by rider adjustment.

Suzuki and Yamaha **aren't blessed** with superb traits like the Honda, or a lack of bad traits like the KX. They have little glitches that a rider has to learn to live with, but for many riders the handling package of the YZ and RM is perfect. The Yamaha is front-end light. It likes to lift up and wheelie under power, and when this is mated to the YZ's inherent busyness, exhibited by chassis wiggle, it has a tendency to be less accurate than it could be. A rider doesn't always place the YZ front wheel on the exact spot he aimed for.

Suzuki tried to put together a **quick-turning** bike that was stable at speed, and the result is a bike that seems to work as two halves. The front end is quick, but it feels too high, and steering action isn't always accompanied by a turn. The front geometry turns the corner, but the low-feeling rear end tends to track straight and then swing around the bend. Suzuki riders almost always take a wider sweep through turns or try to hammer down the front end to make the chassis respond.

In a thumbnail, Honda continues to **lead the pack** with a handling package that oozes motocross supremacy. Kawasaki, thanks to some gussetting, strengthening and reinforcing of their main triangle, has moved up to a challenging position. If the KX could drop a few pounds from its machine, the handling would be even more responsive. Those are the two best bikes of '88. •



Hammerhead: The Suzuki goes fastest when you throw caution to the wind and wind it up. It lacks low end, but makes up for it with limitless rev.



Tap dancing: Yamaha built a potent powerband, but it is low in the curve, short in effect and tricky to keep on the bubble. Short-shifting means your foot will be going light speed.



The good stuff: Kawasaki went for a solid, sturdy and stable handling package with the KX125. What it lacks in quickness it makes up for in accuracy and predictability. It's a B+ handler.



Dead center: Honda still has the handling down pat. The ultra-sharp CR125R shakes its head at speed, but on a tight, twisty and tricky course nothing will cut under it.

SPRINGS & THINGS

SUSPENSION: FORKS & SHOCK PACKAGE

• Suspension is an interesting **area of expertise** for a motorcycle manufacturer to work on. If all things stayed the same (weight, rising rate, power and geometry) each year, the shock technicians could valve and revalve until they got it right. This isn't always the case, but luckily for 125 riders, the manufacturers have been sticking with the basic package and refining the shocks. Yes, there are changes, but in most cases 1988 125 suspension has improved on each model.

If you don't want to ever **spend a dollar** on a suspension mod, buy a Kawasaki KX125 or Suzuki RM125. These two bikes have the most predictable and controllable response to bumps. Spring rates are fairly accurate, with the KX having a slight edge. We did notice on our KX125 shock that the compression damping adjustment is effective only in the first ten clicks. After ten clicks out, the damping was unchanged, no matter what.

Honda led the wave toward **cartridge forks**, and although the CR125 doesn't suffer from the inadequacies of the '88 CR250 Showas, they aren't as ballpark as the green and yellow Kayabas. After a few years at the bottom of the heap, Kayaba (whose cartridge forks come stock on Suzuki, Kawasaki and Yamaha) has overtaken the once-dominant Showa units. Honda's rear suspension is about the same as last year's, with an improvement in spring rate making the most difference.

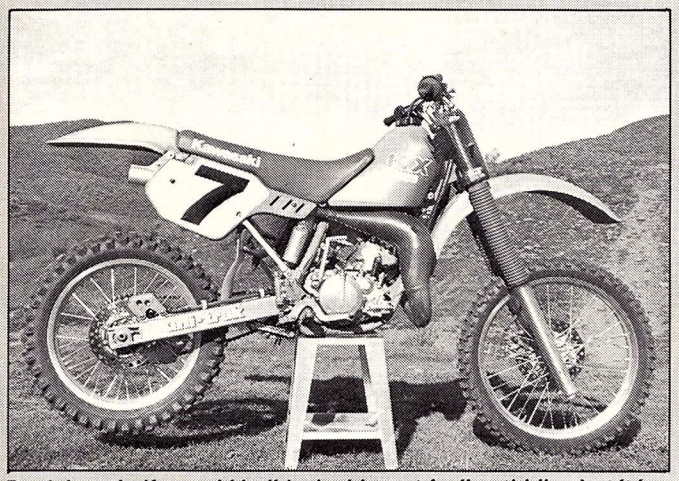
Yamaha had the **most to gain** in the suspension wars, because it hasn't been a prime mover the last few years. The switch to Kayaba cartridge forks has brought the white bike up to snuff with the competition. The rear shock, or more accurately the rear suspension system, doesn't work as well as the stock Kawasaki's, Suzuki's or Honda's. It is load sensitive, which means that as long as the bike is hooked up, the rear suspension absorbs blows and transmits energy into controllable action. But when the load is released, when the throttle is shut off or the rear wheel breaks traction, the rear suspension isn't as capable of separating the chassis from the forces of evil. Raceable, but not totally enjoyable.

Overall, the test riders **vastly preferred** to race the Kawasaki. National-caliber riders will switch to stiffer springs front and rear on every bike, but the KX and RM won't need to be revalved for the big time. •

125 SHOOTOUT

BACKROOM CONVERSATIONS

WHAT THE TEST RIDERS SAID



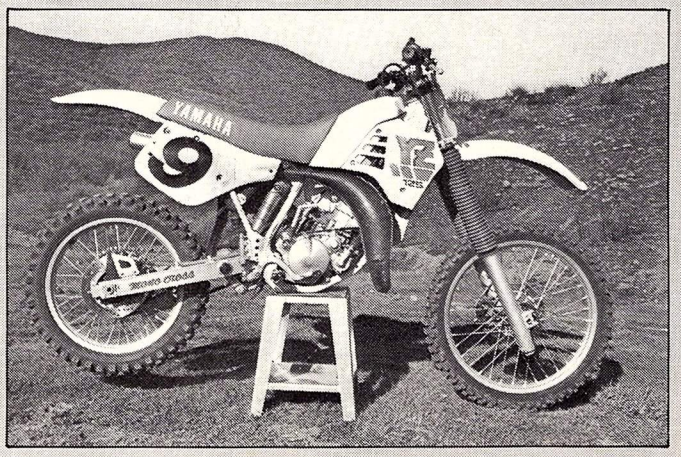
Fresh breath: Kawasaki builds the biggest-feeling tiddler, but it is the best. The Green team changed every part with major improvements to the powerband, handling and suspension. Now everybody will be green with envy.



Gray around the temples: Suzuki hasn't done any major cosmetic mods to the RM125 package in several years. The look is classic and distinctly Suzuki. Its biggest pluses are front and rear suspension units. Very good.



Red tide: Honda didn't have to change the 1987 Honda CR125R to be competitive in 1988, but they did. The result? It's not as good as it was the year before. Handling is its biggest forte. Top-notch.



Thinly disguised: Yamaha didn't spend a lot of time or money on the basic YZ125 chassis. The rear disc and Kayaba cartridge forks are all that separate it from last year's model. The big changes are in the motor.

• Often, a shootout can't accurately reflect the feelings and opinions of the test riders. Wouldn't it be nice if you could sit in with the *MXA* test crew and hear them comparing the 1988 125 head-to-head? Your wish has been granted.

"Why can't Suzuki get the RM125 power to be more responsive? In first and second gear it feels great, and then it goes *waaaah* in third."

"They need a totally new engine. I thought it was better when it was just a top-end screamer. A lot of riders like to rev. Yamaha could use more rev. All they have is a bottom-end blast."

"Yeah, but it's a solid chunk of power. It is fast if you shift it in the right spot . . ."

"Too much work! Maybe a Pro could keep it up for a whole moto, but a Kawasaki rider will be doing half as much work and going the same speed.

"No doubt about it, the KX125 is the best bike. It's so easy to ride, and the powerband is in the right spot. Everybody else has some weird trait, except the KX."

"Honda blew it! The '87 was a better bike. Definitely a harder hitting and more usable powerband than last year. The KX is more of a Honda than the Honda."

"Kawasaki doesn't really have any flaws. Great motor, good handling, spot-on suspension and excellent brakes."

"Yeah, but the low-end jetting feels rich, and when you lean it out, it feels lean."

"It's fixable for under ten bucks. I'd buy a Kawasaki and ride it stock before I'd ride a hopped-up anything else."

"I know the Honda can be turned around. Its major flaw is the mellow, electric powerband. A pipe would probably fix that."

"That's $150!"

"I raced Yamahas last year, and it's hard to make them faster. How they run stock is how they run."

"At least the Yamaha is fast stock. The RM requires that the rider be fast. I was totally pegged on the RM125 all the time. If it falls off the pipe, the other three would pull away. I'm not good at railing berms and leaving the bike wired on. The Suzuki had to be ridden hard all the time."

"I thought the Suzuki was fun, and the suspension was super."

"It seems that 125s can get away with bad suspension, but a 250 or 500 with poor forks or shock is a nightmare."

"All the bikes have raceable suspension, but the Kawasaki and Suzuki are definitely better. Honda's okay, and Yamaha is a little bouncy."

"Let's go to Carlsbad on Saturday. I'll ride the KX."

"You raced it last Sunday. This time it's my turn."

"No, no, no! You're both wrong. It's already loaded up in my van." • □

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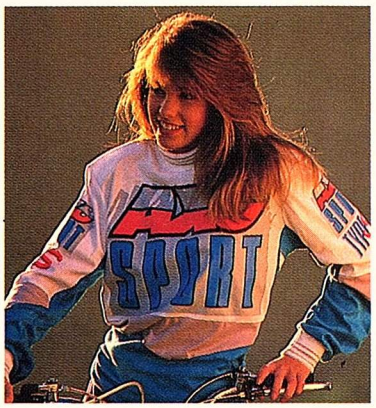


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MOTOCROSS

ANNIVERSARY SPECIAL

20 YEARS OF AMERICAN MOTOCROSS

Who we are & how we got here

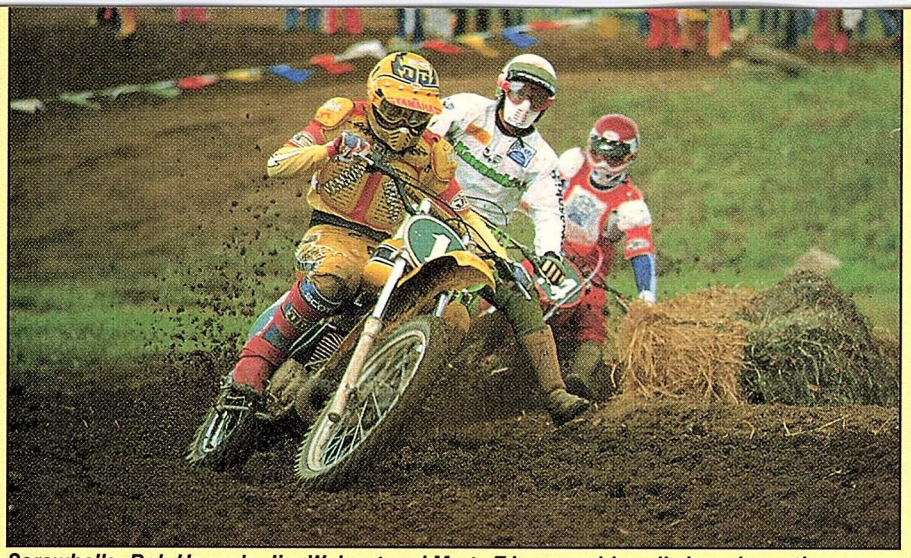
By Jody Weisel, Zapata Espinoza, Todd Smith & Greg Barbacovi





Hallowed ground: Roger DeCoster was the ambassador of European motocross who came to America year after year to support the sport. DeCoster exemplified the sights and sounds of real motocross to thousands of American teenagers.

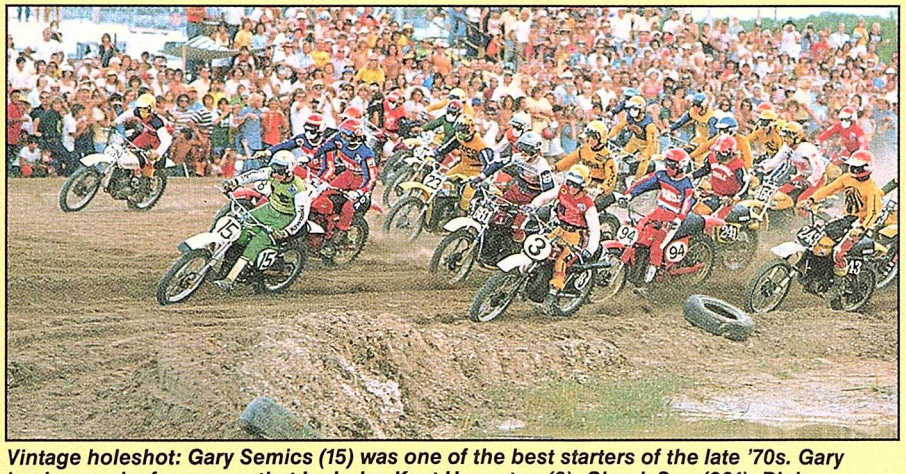
20 YEARS



Screwballs: Bob Hannah, Jim Weinert and Marty Tripes could easily have been the motocross version of the Marx Brothers. Hannah ricocheted off the track, Weinert rode for the money and Tripes raced when he felt like it.



Corporate entity: Tony DiStefano was the first racer to be supported by a corporate empire. Tony had his own boots, clothes, goggles and product line. This Southwick berm helps Tony test products.



Vintage holeshot: Gary Semics (15) was one of the best starters of the late '70s. Gary leads a pack of pursuers that includes Kent Howerton (3), Chuck Sun (661), Rich Eierstedt (94), Pierre Karsmakers (8) and Gaylon Mosier (23).

☐ *A lot of water has passed under the bridge. . . Time sure flies. . . Time has been good to. . . Those were the good old days. . . Hurry Sherman, get into the way-back machine. . . And now for some golden oldies. . . Back to the future. . . Long time no see.*

The year was 1968, and although motocross had been going on across the pond for decades, American teenagers were just beginning to discover the sport. Where were you 20 years ago? What was society like 20 years ago? Why did the culture grab hold of and nurture motocross?

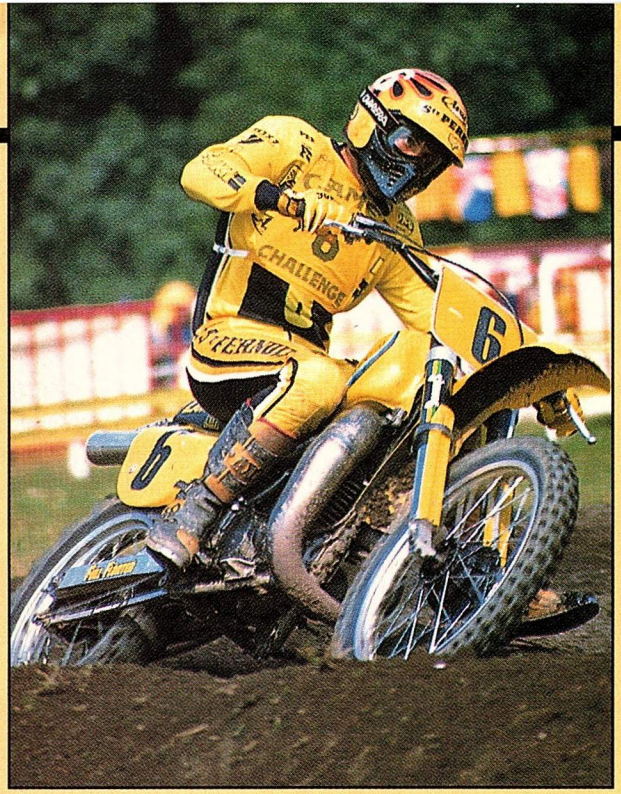
Richard Nixon and Spiro Agnew ran the executive branch of our government, college students were reading Richard Brautigan's *Trout Fishing in America*, J.R. Tolkien's *Lord of the Rings* and Joseph Heller's *Catch-22*. Moviegoers were flocking to see Warren Beatty and Faye Dunaway in *Bonnie and Clyde*, Jack Lemmon and Walter Matthau in the *Odd Couple*, Paul Newman in *Cool Hand Luke* and Rod Steiger in *No Way to Treat a Lady*.

Revolutionaries were big in '68. Remember the Black Panther Party, the Chicago Seven, Jerry Rubin, Tom Hayden, SDS and Abby Hoffman? Rock 'n' roll was just creeping out of the British invasion, and American bands with psychedelic overtones, such as Jefferson Airplane, 13th Floor Elevators, and Iron Butterfly were big stars, along with the Beatles, Rolling Stones, Cream and Traffic. Fashion was dictated by the youth movement, and clothing styles were an eclectic mix of paisley, tie-dye, bellbottoms, band uniforms, miniskirts, granny dresses and mumus. People in the news were Timothy Leary, Tiny Tim, Miss Vicky and the Maharishi Yogi. Oh yes, McDonald's hamburgers and a gallon of gas cost the same—25 cents.

Where were the stars of today? Little Ricky Johnson was a three-year-old. Jack Ward had just emigrated from Scotland to the United States and brought his family, including his young son Jeff, to California. Ron Lechien was only a gleam in his father's eye. Bob Hannah was a ten-year-old in the desert community of Lancaster, California. Tony DiStefano was ten years old too, but he was AMA District Six Champion back home in Bristol, Pennsylvania. Roger DeCoster was in the third year of his Czecho CZ contract. He finished fifth 500 in '68, behind Paul Friedrichs, John Banks, Ake Jonsson and Bengt Aberg. Joel Robert was the 1968 250 World Champion. It was his second title, and he would win again in '69, '70, '71 and '72. Suzuki raced its first GPs.

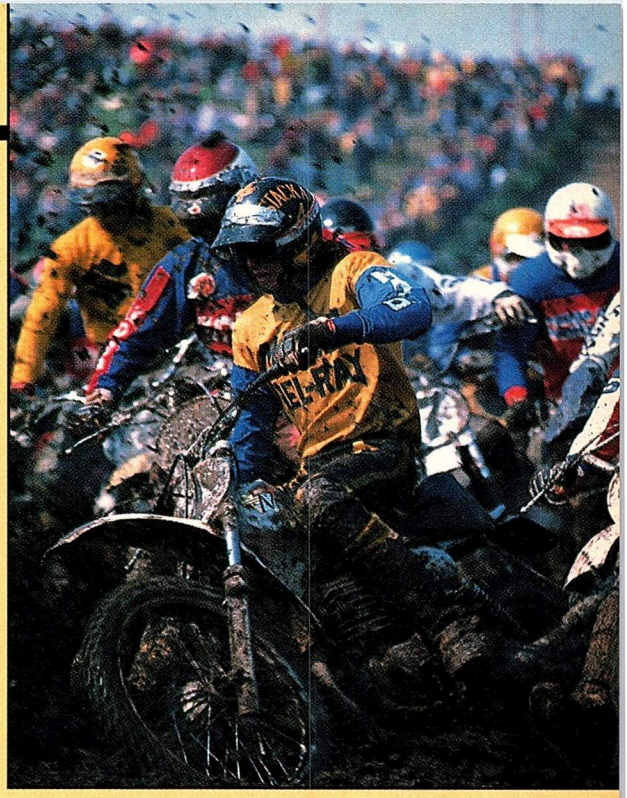
Suzuki first went racing in 1968. Swedish development rider Olle Pettersson finished Suzuki's first year in seventh overall in the 250 Class. The U.S. held its first International motocross series in 1968. The Inter-Am series was promoted by Edison Dye. Twelve races made up the first Inter-Am series. European riders Bill Nilsson, Arne Kring and Frans Sigmans were among the stars. Torsten Hallman was actually responsible for the birth of motocross in America when he came to Pepperell (Massachusetts) and Corriganville (California) in 1966 and blew away the American dirttrackers and scrambles riders on his two-stroke Husqvarna. At that time, most Americans favored big Triumphs, Matchlesses and even Harleys.

Who ran the races? It wasn't the American Motorcycle Association (as it was known then). Edison Dye was the Husqvarna importer for America, and it was through his sole efforts that the sport, European riders and state-of-the-art machinery ever appeared on this side of the Atlantic. By 1970, the AMA saw the growth of



◄ *Partly: Brad Lackey won the 1982 500 World Championship but was unable to find a sponsor of sufficient means to back him for a title defense. He retired and never wore the number one plate.*

Short stack: Texan Steve Stackable was a prime mover on the Maico team before getting factory Suzuki and Kawasaki rides. Stackable lived life to the fullest, including a Playboy bunny girlfriend, which made him a legend on the circuit. ►

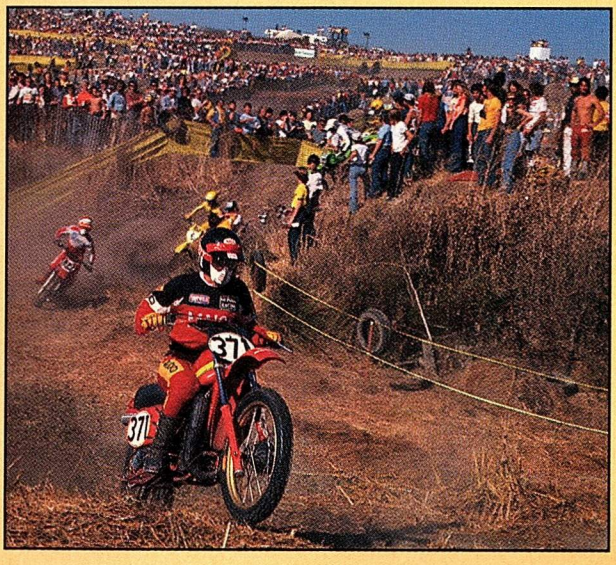




◄ *Long hairs: Billy Grossi (14) and Marty Smith (12) grind it out in tight turn while Wayne Boyer trails along behind. Billy and Marty were stylish riders with different personalities.*

Czech-mate: Jimmy Ellis had the Superbowl of Motocross wired. On his erratic-handling Can-Am the Connecticut rider snared two (1975 and '76) L.A. Coliseum events against immortals like Jaroslav Falta (77) ►





◄ *Torrid career: Darrell Schultz (371) had the most torrid, hectic and controversial career of all the National Champions. From a Maico privateer to a factory rider, Darrell didn't let any dust settle beneath his feet. Knee injuries stopped his racing days in 1983.*

Go and no-go: Marty Tripes was the enigma of professional motocross. one of the most gifted Americans, Marty couldn't get along with team managers. As often as he went fast (like at Unadilla's 250 USGP in '78), he refused to ride at all. ►

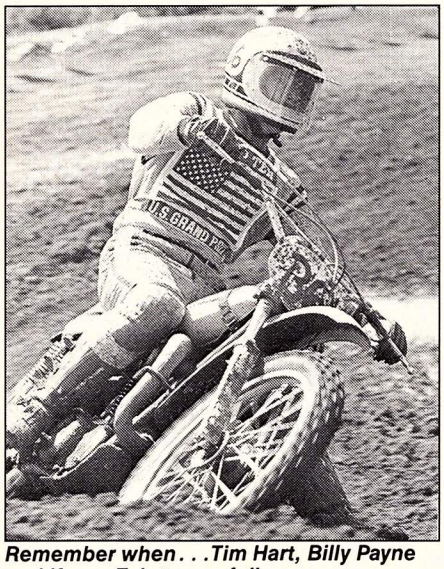



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20 YEARS



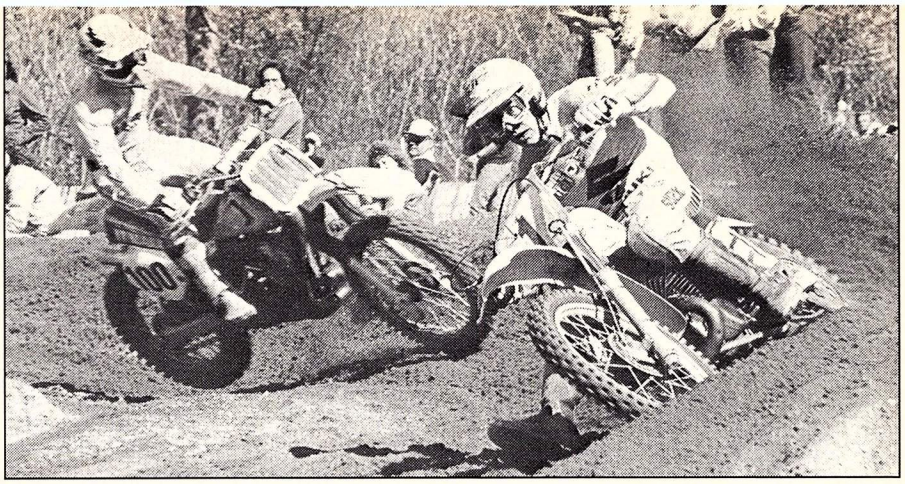
Remember when . . . Brad Lackey went in search of the Holy Grail across the pond. He started out in a wooden cabin behind the CZ factory in '68, and ended up with the 500 World title 14 years later.



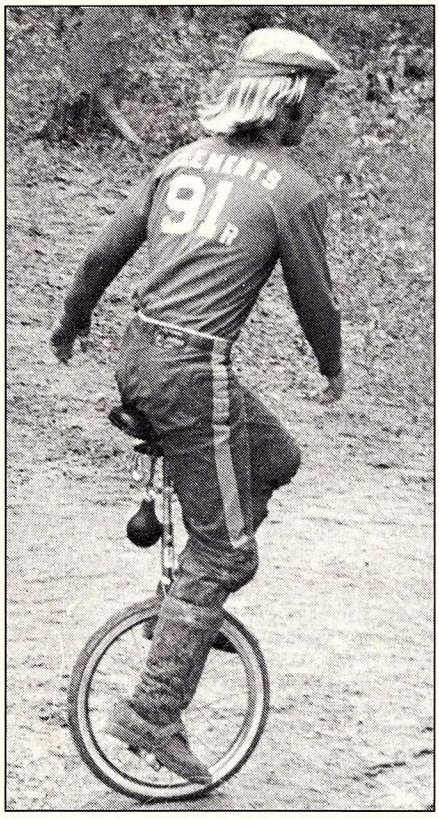
Remember when . . . Tim Hart, Billy Payne and Kenny Zahrt wore full-coverage helmets. Hart was a teammate of Pierre Karsmakers and was the first American to fly in and out of the races every week. Big time!

◄ Excuse me: In many eyes, Mike Hartwig was the American with the most potential to beat the Europeans. Mike didn't always show the smooth effortless riding style that he was famous for. This Daytona windmill scared Bob Harris (22).

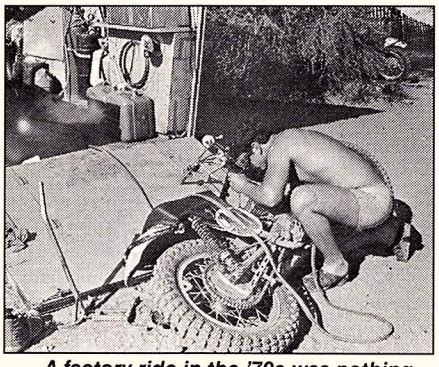
motocross as something it should get involved in, and formed its own series to compete with Dye's Inter-Am. The AMA Trans-AMA series attracted the European Suzuki team and the British riders. The more popular Inter-Am got the Swedes, Czechs and Germans on the Husky, CZ and Maico teams. When the AMA got the International FIM affiliation, Dye's series was crippled by rules that forbid European riders to race other than FIM-sanctioned events. The AMA became the official motocross organizer after that.



Remember when . . . Bob Hannah (100) broke his leg water skiing, and when he came back to racing, Kent Howerton (1) was the new top dog. Their battles were intense, often violent, quite illegal, but always exciting.



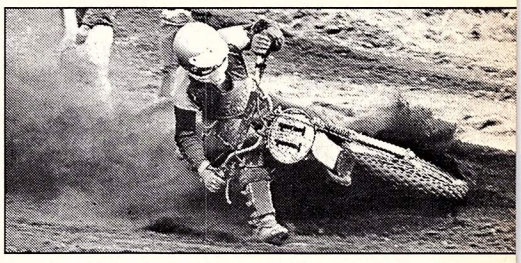
Remember when . . . Husqvarna used to have the biggest and most powerful team in National competition. Billy Clements was on that team. He was also the first of the new breed of Americans to earn GP points (1971). That was big news.



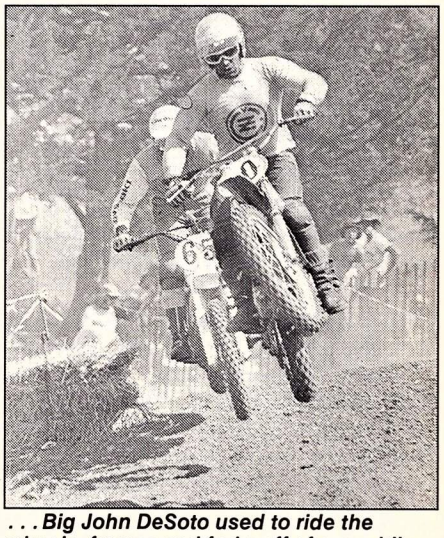
. . . A factory ride in the '70s was nothing like a factory ride in the '80s. Tony D. rode for the CZ Team, but preferred to work on the bikes himself. How about some more coat hanger, Tony?



. . . American Motocross des Nations success didn't start in 1981. It had its roots with the 1974 team of Jim Weinert, Tony DiStefano, Jim Pomeroy and Brad Lackey. They finished second that year.



Remember when . . . Charlie lott got a factory ride at Can-Am? You don't? Don't worry, Charlie is probably the least-known factory rider in the history of American motocross. He joins Richard Coon, Denny Bentley, Eddie Cole, Chuck Bower and Juan Benavidez on the most forgettable list.

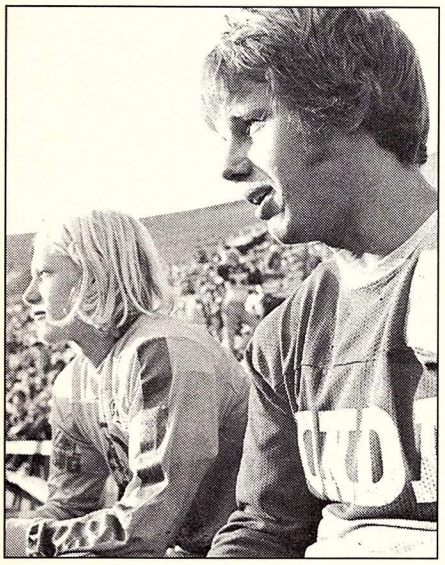


. . . Big John DeSoto used to ride the wheels, frames and forks off of every bike he raced. The Flyin' Hawaiian later became World Tandem Surfing Champion and is now a City Councilman in Honolulu, Hawaii.

20 YEARS

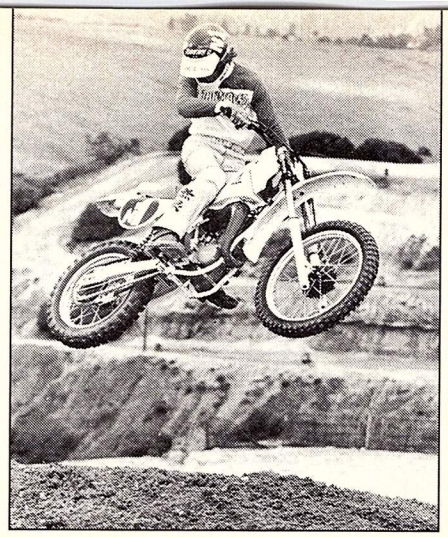


. . ."I'd rather switch than fight," said Bruce McDougal when he left Team Honda and signed to race the second year (1975) of the fledgling 125 Nationals for Yamaha. Marty Smith stayed at Honda and won.



Remember when. . . Rich Eierstedt was one of the most graceful riders on the circuit. Honda used Eierstedt as a ringer in the support class. The long-haired blond behind Rich is 15-year-old Broc Glover.

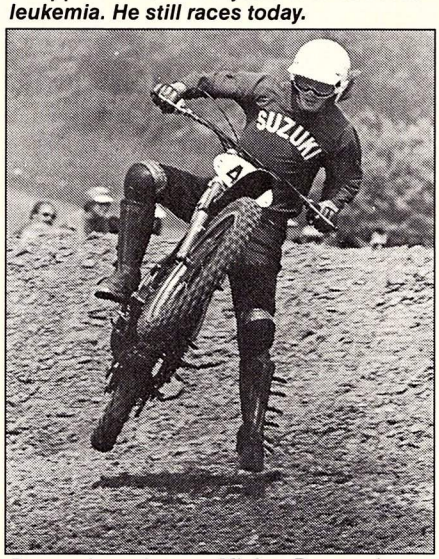
What did people ride in 1968? If you were anybody, you rode a Husqvarna or CZ. There were a few factory-sponsored BSA riders, and only one Japanese bike (Olle Pettersson's Suzuki). In the 1968 500 World Championship top ten, there were five Husqvarnas, four CZs and two BSAs. Yes, that adds up to 11, but Christer Hammargren and Vlastimil Valek tied for tenth. The top ten in the 250 Class were even more clear cut: five CZs, four Huskys and Pettersson's Suzuki.



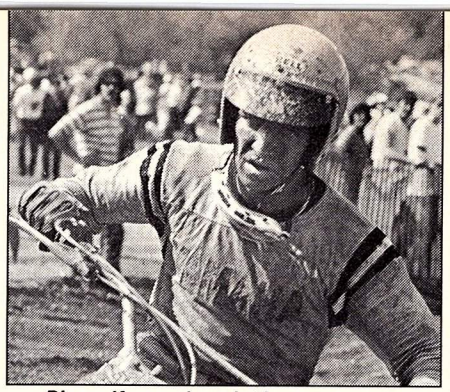
. . .Johnny O'Mara earned a ride on the Mugen team, even though he had no National experience. Johnny proved his worth by winning the 125 USGP as a privateer. The next year he was on the Honda factory team. Mugen is owned by Soichiro Honda's son.



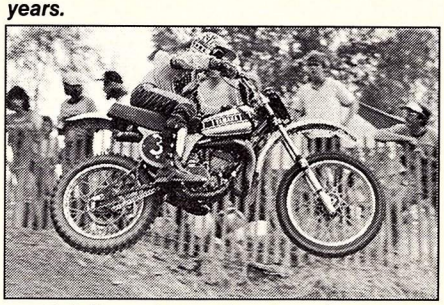
Remember when. . . the Czechs used to make the United States their summer vacation playground. Jaroslav Falta won the 1974 Superbowl of Motocross, was robbed of the 1974 250 World Championship and disappeared for a few years with rumored leukemia. He still races today.



Remember when. . . Mickey Boone showed up at the St. Louis, Missouri, 125 World Cup on a stock TM125 Suzuki and shocked the world with a fourth. Boone later tried to claim Marty Smith's works Honda (1976), but eventually earned factory rides with Suzuki and Kawasaki.



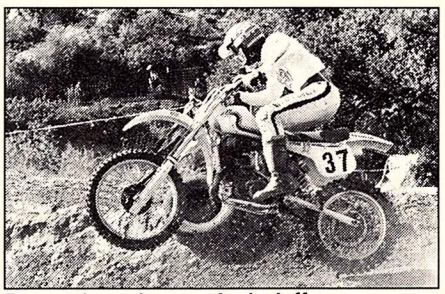
. . . Pierre Karsmakers is the man most responsible for the current speed of American motocrossers. The Flying Dutchman came over and blew away the long-haired American teenagers. They got mad, got faster and sent Pierre home after a few years.



. . . Bob Hannah was the worst dresser on the National circuit. He wore Yamaha's in-house Fuji Penguin clothing line, a duckbill visor and let his shirt hang out. His riding style was as ragged as his fashion sense, but he was the winningest rider in AMA history.



Remember when. . . the AMA used to be the rider's friend. The man responsible for bringing AMA motocross into the big time was National referee John Lightbrown Lancione. Lightbrown, where are you now?



Remember when. . . Andy Jefferson rocketed to fame by dueling Kent Howerton to a standstill at the San Diego Supercross. Jefferson was never able to turn his blazing speed into a full factory ride, although Mark Blackwell supported the black racer with Husqvarnas.

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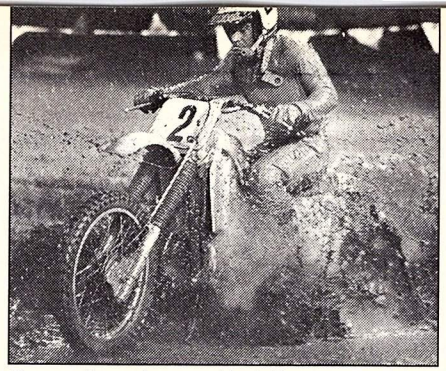


. . . Rolf Tibblin won two 500cc World Championships and moved to San Diego, California, where he started America's first permanent motocross school and became the mentor of America's first 500cc National Champion, Mark Blackwell.

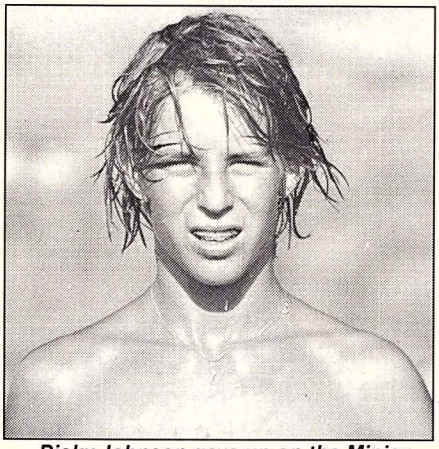


. . . Evel Knievel decided to jump the Snake River Canyon and held a $100,000 motocross as part of the promotion. Rocket Rex Staten showed up on the factory Honda four-stroke. Rex was the only Honda rider strong enough to hang onto it.

Where are we going? Motocross in America has grown in the last 20 years, and it has shrunk, also. Japanese factory domination brought big bucks, professionalism and technological innovations. It also eliminated variety, lessened the charm and took away some of the camaraderie. For 1988 the sport is looking at a great season. The races this year promise to be bigger, better and tougher than ever. From every local track to the USGP, American riders have a tradition, heritage and cultural background to live up to. American motocross started in humiliation (when Torsten Hallman was the only rider capable of wheelying through the Corriganville mudhole) and spent its first ten years as a second-class citizen (we couldn't even win our own GP, let alone anyone else's). Now, 20 years later, we are on top. Let's stay there and enjoy it.



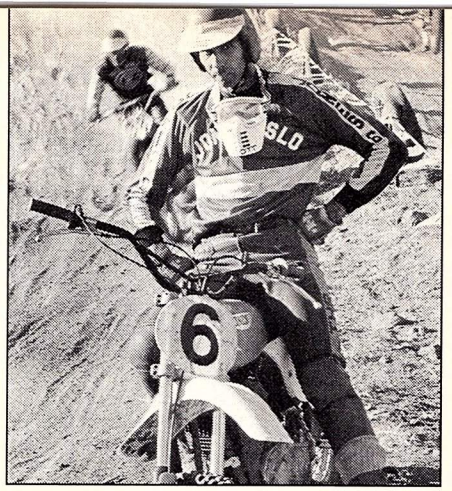
Remember when . . . Mark Barnett was the hottest rider in America. The Suzuki rider came from Illinois, but spent his time on a farm in Alabama. Barnett was tough, determined and incredibly aggressive.



. . . Ricky Johnson gave up on the Minicycle class when he was 12 and turned 125 Pro at the age of 13. Yes, those braces straightened his teeth, and years of practice made him the hottest rider in the world.



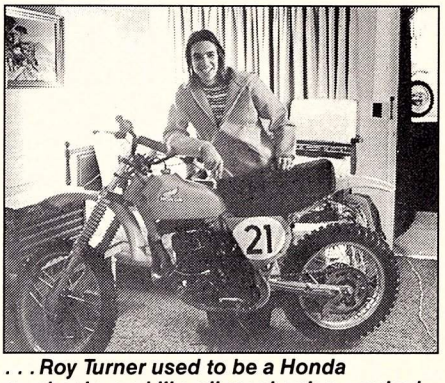
. . . Magoo went to Europe to race the GPs for Kawasaki, but when they told him he would have to let George Jobe beat him, quit and signed with KTM. Danny won the French 500 Grand Prix in 1985, but was injured that winter at the Paris Supercross.



Remember when . . . Gary Jones won the 1972 250 Championship for Yamaha. Remember when Gary Jones won the 1973 250 Championship for Honda. Remember when he won the 1974 250 Championship for Can-Am. Remember when Gary started his own motorcycle company.

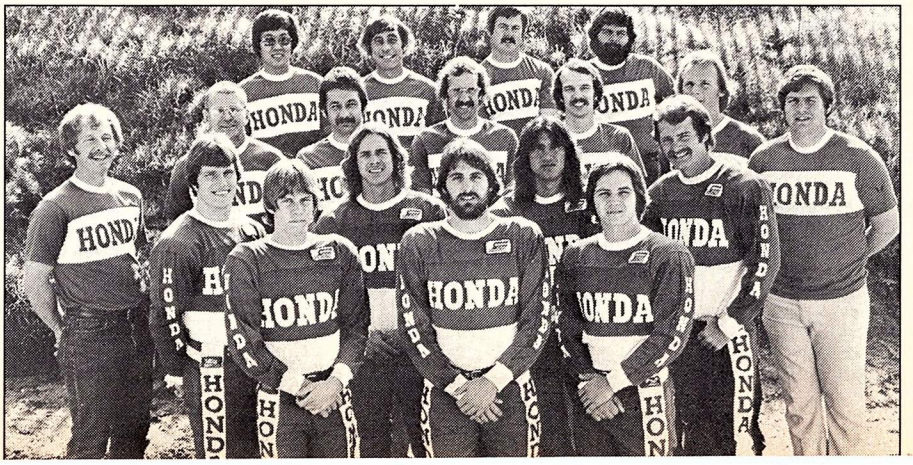


. . . You never knew where new stars were going to come from. Texas gave motocross Wyman Priddy, Kent Howerton, Steve Stackable, Steve Wise and the short-lived but explosive career of Dazzling Danny Doss (430).



. . . Roy Turner used to be a Honda mechanic, and like all mechanics, worked on his bike inside his Holiday Inn room. Roy is now Team Manager at Kawasaki.

. . . Motocross teams used to be huge. Team Honda in 1978 consisted of Jim Ellis, Marty Smith, Tommy Croft, Jim Pomeroy, Warren Reid, Brad Lackey and Steve Wise, and 11 mechanics to support them.



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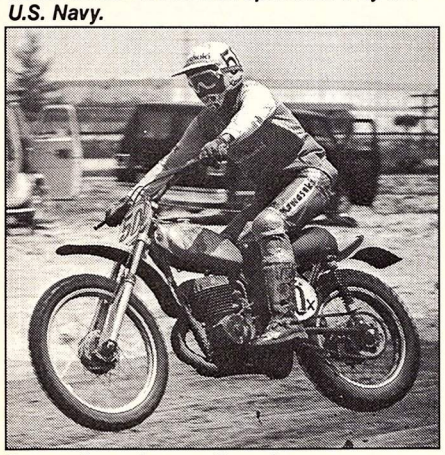
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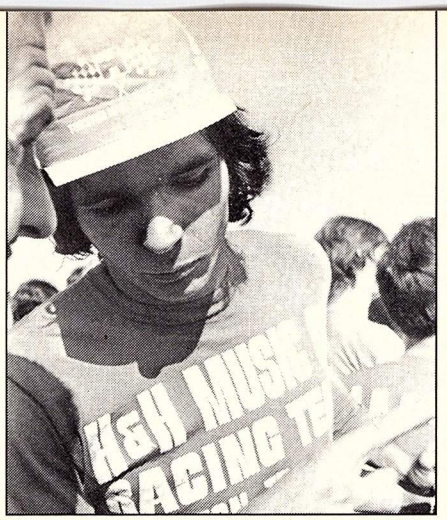
20 YEARS



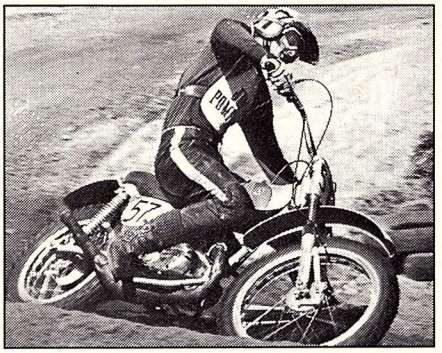
Remember when . . . Privateer battles had class. Mickey Kessler (65) takes the inside line under Bruce Baron (13). Mike is wearing Trim leathers and Bruce's Yamaha has Maico forks. Bruce was sponsored by the U.S. Navy.



Remember when . . . Peter Lamppu came over from Finland to race in America. Peter, Gunnar Lindstrom, Lars Larsson and Nils Arne-Nilsson helped build the early foundations of American MX.



Remember when . . . Mark Blackwell won the 1971 500cc National Championship. Mark later suffered an eye injury in Europe that ended his career. Mark is currently a bigwig at U.S. Suzuki.



Remember when . . . 19-year-old Jim Pomeroy signed to race the GPs in 1973 for Bultaco. Who would have thought that Bimbo would win the first GP he entered (Spain) and signal the beginning of America's entry into the World MX wars?



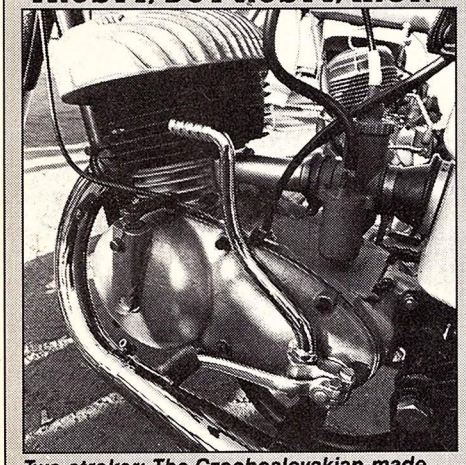
Remember when . . . Moto-X Fox had a strong privateer team on the Nationals. It included one of the nicest guys ever to throw a leg over a motorcycle. Pat Richter (47), the lumberjack from Northern California should have been a factory rider. He was robbed.



. . . Mike Hartwig came out of Michigan and smoked everybody so badly that he earned a factory Yamaha ride in record time. Unfortunately, Mike had a bad back and could never come to terms with his awesome potential. Mike was the fastest American ever.

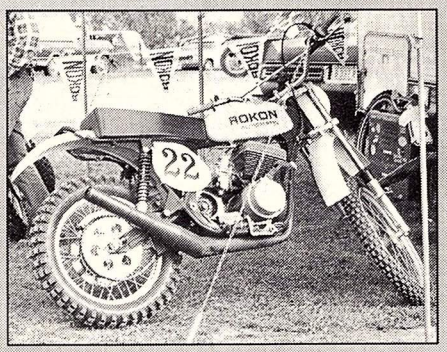
IN THE SADDLE

TRUSTY, BUT RUSTY, IRON



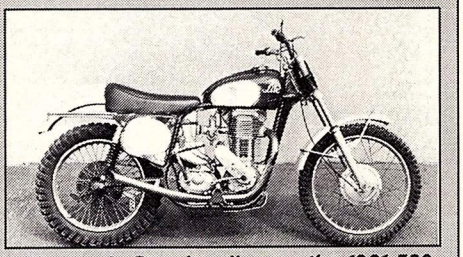
Two-stroker: The Czechoslovakian-made CZ twin-piper was the bike that made two-strokes the dominant engines in the world. While BSA, Husqvarna, Lito and Triumph were thumping around, the ring-ding CZs were dominating the late '60s.

Blowing in the wind: CZ actually built a single-shock motocrosser. Although never sold in the United States, the 1982 air-cooled CZ featured forward kick-starting, an Ohlins shock, Marzocchi forks and up-to-date graphics. ►



Shiftless: Rokon came to public notice by building two-wheel-drive trail bikes. They tried to parlay that success into motocross. In 1975, Rokon had front and rear discs, torque converter drive and lawnmower starting.





Lithograph: Sten Lundin won the 1961 500 World Championship on a Lito four-stroke. The Swedish-built Lito was a state-of-the-art works bike. Bikes of this style dominated until 1966, when the two-stroke took over.



Ahead of its time: AJS was a British-made motocross bike that had moved-up shocks and leading-axle forks before anyone knew it was in vogue. Unfortunately, the old Starmaker motor had horsepower no one could tell existed.

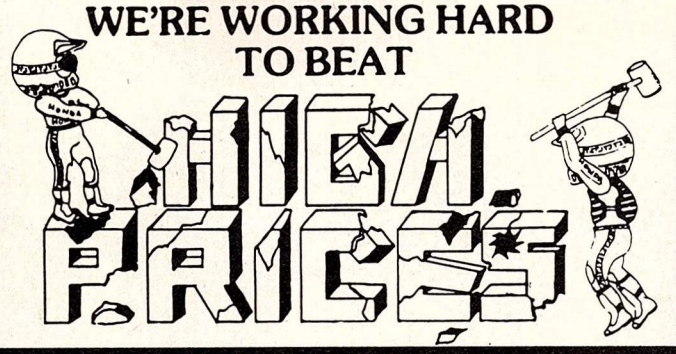
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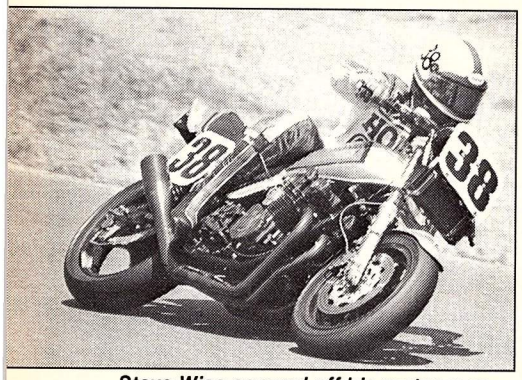
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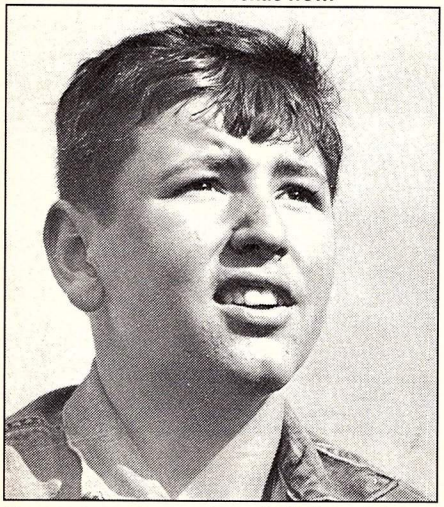
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20 YEARS



. . . Steve Wise capped off his motocross career by ending up on Team Honda's dirt-track and roadrace team. Steve made more money in two years of roadracing than in ten years of motocross. Steve teaches motocross schools in Texas now.



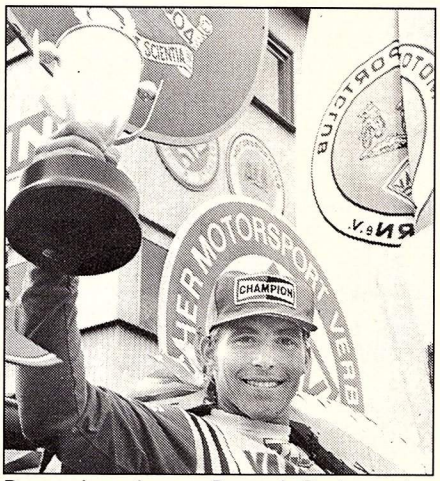
Remember when . . . Tony DiStefano faked his age and got an AMA license when he was too young. After he won a big race somebody finked on him. Tony came back when he was old enough and won three consecutive 250 National Championships (1975, '76, '77).



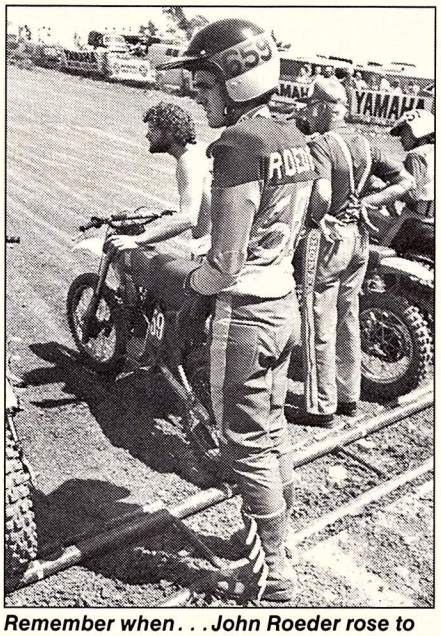
. . . Japanese motorcycles weren't highly regarded in the early '70s, but we rode them because they were inexpensive. Steve Stackable takes his 1972 Yamaha AT-1 to the limit. Nice jersey and numberplate, Steve.



. . . Jim Weinert was the wit of the racing circuit. He sang, told jokes and went fast. Two 500 National Championships and a Supercross title attest to the Jammer's speed. You'd have to judge his singing for yourself.



Remember when . . . Danny LaPorte went to Europe and won the 250 World Championship in his first year. Danny married into the Maserati family and now races off-road Rallyes, such as Paris-Dakar.



Remember when . . . John Roeder rose to instant fame by claiming Marty Tripes' works Honda. Roeder was the only rider to ever win a bike under the claiming rule, because the rule was changed five days later.

MISSING FROM ACTION
WEST, MOSIER & PRIDDY



Gaylon Mosier: Gassin' Mosier was the archetypical California beach boy. A factory Maico and Kawasaki rider, Gaylon was killed in a truck accident while training on his bicycle.

Godspeed, Gaylon: Even though Gaylon Mosier (13) earned a Kawasaki factory ride late in his career, he will always be remembered as the ultimate privateer. Gaylon and his Wheelsmith Maicos scored top-ten finishes in all three classes. ►



Jim West: Died from internal injuries suffered at the 1975 Saddleback Trans-AMA. A factory Maico rider, West was a great competitor and wonderful person. Here he leads Roger DeCoster.



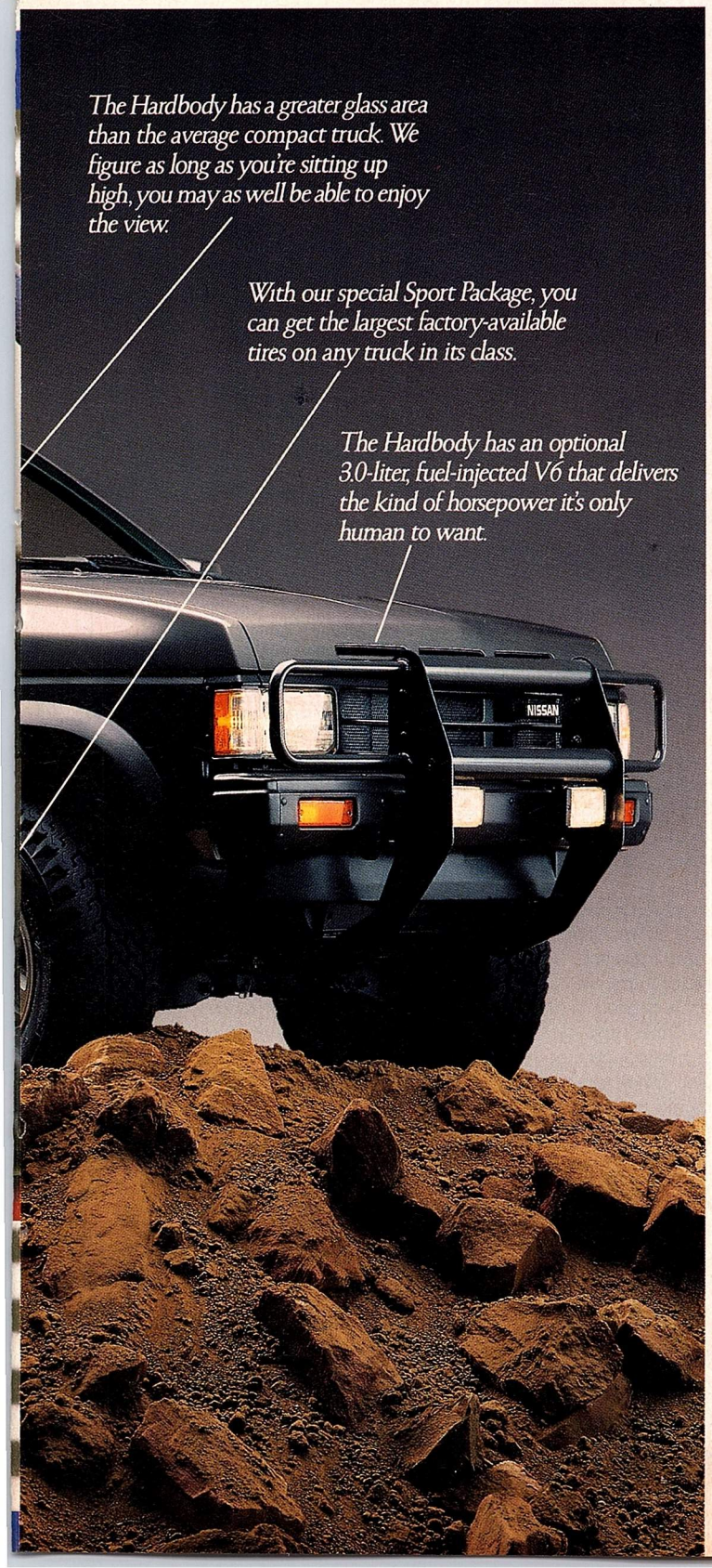
Wyman Priddy: Clean-living Wyman Priddy was the epitome of the soft-spoken Texan. A factory Kawasaki rider, Wyman was the holeshot king of the National circuit. Wyman died of a heart attack after he retired. □


SCOTT
13

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ANNIVERSARY SPECIAL

HOW MOTOCROSS GOT STARTED

The personal histories of the sport's greatest riders

☐ Compared with most sports, motocross is a relative newcomer to the annals of athletic endeavors. Track and field events date back to the days of early Greece, as much as 3000 years ago, and tennis has its roots in medieval Europe. Baseball, football and basketball are more modern, yet still, over 100 years old.

Although motocross may lack some of the history of other sports, it does have the advantage of having many of the sport's pioneers still alive and often still racing. The *MXA* historians believe in living, first-person history, so we contacted several of these pioneers to get their personal recollections of how they and the sport got started.

DICK MANN



"When I started, it was nothing even close to what people think of today. Even when you think of scrambles, which is what most people call early motocross, it was completely different from the races we have now. At that time, scrambles meant different things to different people, depending on which part of the country you were from.

"It started in this country after World War II, when the British bikes came over. Essentially, we tried to emulate the way we thought off-road racing in England was at the time. Those early races were called English trials.

"The first scrambles races were during the early '50s, and were basically TT races on an ungraded track. That lasted for a few years, until the AMA tried to enforce professional TT rules, which meant a graded track and so on. The Solano Eagles motorcycle club in Fairfield, California, got around that by calling its races scrambles. Once again it was a copy of what was thought to be going on in Europe. The courses were mostly ungraded, unprepared layouts, close to what we now think of as motocross. In the early '60s the sport went back to the TT-type track, because the distributors, magazines and other industry leaders in Los Angeles, California, popularized it, and it became more national.

"The European-izing of our scrambles was instigated by John Taylor, who was the Greeves and Bultaco importer, and Bob Hicks, who ran a magazine in New England. They brought European riders over to race at Pepperal and Middleboro. Then Edison Dye brought over some more riders for races, but motocross didn't really get going until 1966 or '67, when the magazines started using the buzzword "motocross." In 1967 they had a big race at Pepperal with DeCoster, Robert, Aberg and Bickers.

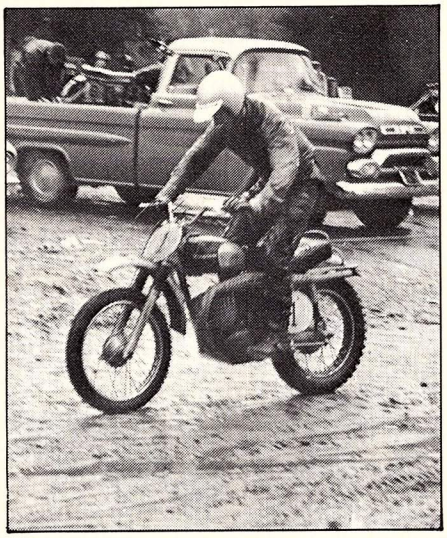
"We had a lot of guys, such as Glen and Charlie Vincent, Barry Higgins, Bob Thompson, Bruce Maguire and Jim Weinert, who were competitive but not for the amount of time the Europeans could go for. Maguire and Weinert were good, but they were a bit too young.

"After that, John Penton and I worked on the rules of motocross for the AMA, trying to get them interested. We got into a lot of scraps and lost our licenses a number of times, but they finally adopted the rules, which were mostly to benefit the riders.

"Those early years, say 1950 to '65, were very interesting. There were a lot of different things happening across the country. The sport has certainly matured. The big improvement is in technology—the bikes are so much better—but what it comes down to is the rider trying to go as fast as possible on a given machine. You can't really compare now with then; it is easy to say that it was tougher, but it is all relative. It is a great sport and will always be a great sport, not

only because of the athletic ability involved, but because of the feeling for the mechanical aspects that is needed to be successful. It's a great all-around sport."

MALCOLM SMITH



"I started riding in 1956 when I was 15. I rode a Matchless 500 single. I would go cowtrailing in the San Bernardino mountains. One day I came upon a homemade scrambles and TT track. There were a bunch of guys out practicing, so I sat and watched. After they left, I went and practiced on the track. This went on for a couple of weeks, and then one day I decided to practice with them. I beat them all, and they were regular racers. After that, I started racing. At first I was the youngest guy at the races; now I'm one of the oldest. For me racing was the perfect sport. I weighed 100 pounds, so it was tough to play football. With motorcycling, my size and weight didn't matter."

FEETS MINERT

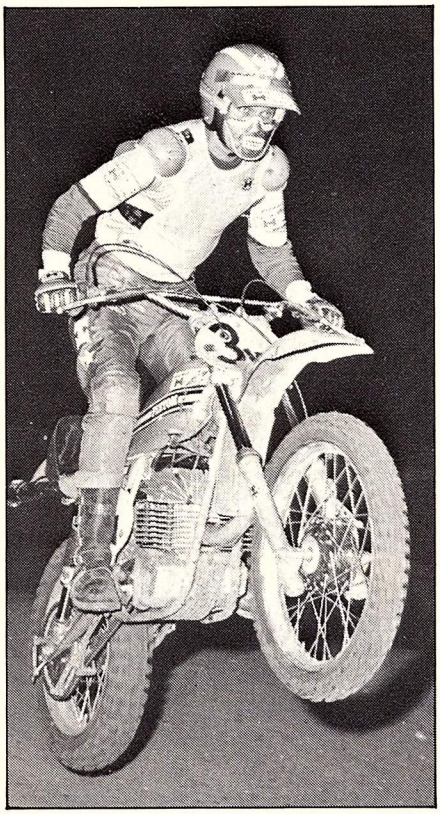


"I became interested in 1947. I had a Whizzer motorcycle, and my hero was a guy named Aub LeBard, who was one of the best riders of the '40s and '50s. He took me under his wing and taught me everything.

"My first competition was in 1948 on an Indian Scout. It was a Hare and Hound event. It didn't go too well; I fell and Nick Nicholson ran into me and I broke my hand. Back then, most of the competitions were done on fire roads, not the way it is today.

"We used to ride our bikes to the meet, race and then ride them home. I used to race half-mile or TT on Friday, then a trials on Saturday and a Hare and Hound on Sunday. Now the sport is so specialized, there are very few riders who race different events, but it's still a great sport."

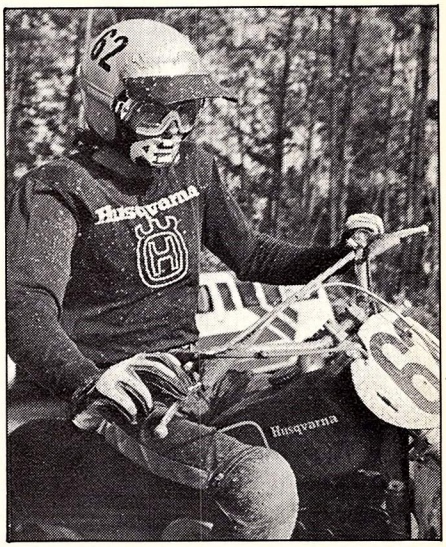
LARS LARSEN



"I started in 1959, racing enduros. The following year I raced motocross. I started because I was interested in motorcycles, but mostly because a friend I worked with said I ought to try racing.

"The sport has changed so much since then—not only the development of the bikes, but the development of the American rider and riding style. Supercross riding has definitely changed the riders; they are much more aggressive now. Supercross is responsible for the current domination of the sport by American riders. The Europeans are starting to close the gap, but it will take a few years. The next five or six years could be very interesting."

MARK BLACKWELL



"I started doing a lot of dirt riding in '67 but never really thought about racing. There was an ad on TV for a race with all the European guys—Robert, DeCoster, Hallman and Andersson—so I decided to go. I was completely blown away. What they were doing was the equivalent of someone doing a barrel roll over a triple jump at a Supercross. Well, that doesn't even describe it.

"At that time, people, at least here, didn't do things like pre-jump and crossup. The way they handled their bikes, and the things they made the bike do, were mindboggling. At that time, we didn't have *Motocross Action,* so we couldn't read and learn about stuff like that. To see them do it in person was unreal. It was effortless riding. That's what got me hooked."

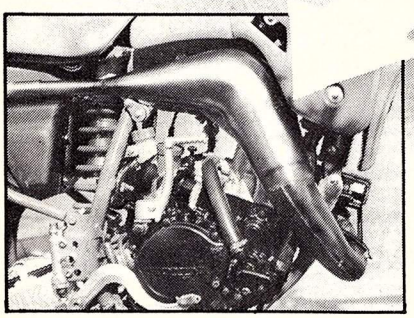
MARTY SMITH



"My dad and his friends used to go riding every weekend, so I started riding with them. One of my dad's buddies raced, and

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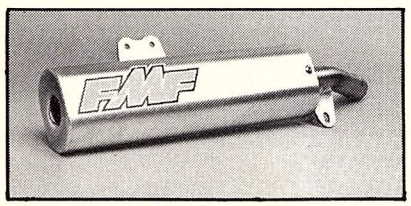


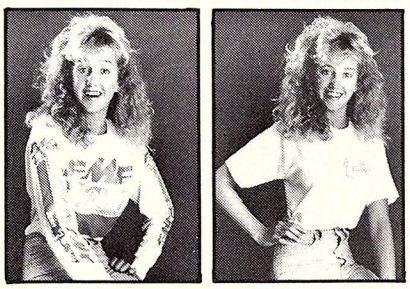


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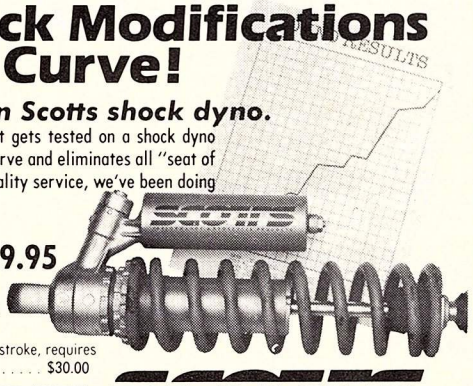
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MOTOCROSS

he told my dad I should race. I had been riding for seven years, so I didn't think racing would be that difficult.

"We went to Carlsbad, and I was standing on the fence watching the Pros. A guy named Jimmy Beauchamp was going berserk; it was unreal. Then he crashed off the drop-off, and I thought, *Do I really want to do this?* I was 14 and scared, but I finished fifth overall.

"I think the sport has done well over the years. Unfortunately, the costs are getting crazy—they're killing the sport. When I started, the costs weren't too bad, and it was easy to get involved. Now you have to be really dedicated to justify spending that kind of money."

JIM WEINERT



"I started when I was 13. I turned Expert and won everything in my area of New York. Then I started racing in New England. In 1967 we raced against Roger DeCoster, Dave Bickers and some other Euros, and were destroyed. They rode circles around us. They said they never trained, but they could ride forever; they were able to go faster and for a longer period then we could.

"I raced in New England for a couple of years. In 1968 I was second to Bruce Maguire; then I beat him in 1969. I was riding a CZ, and Bruce rode a Bultaco Bandito. We raced two classes; he led in the 250s, and I lead the Open class. They started having big money races in other parts of the country, so we agreed not to race in New England so we could race the big races. When there wasn't a big race, we would race in New England. I ended up winning the Open class, and he won the 250 Class, even though we spent most of our time racing elsewhere."

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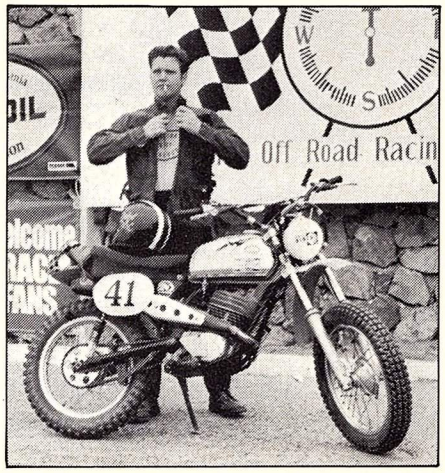
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ANNIVERSARY SPECIAL

CHAMPIONS

Where were you in 1972?

☐ To try to keep a record of every motocross champion ever crowned in the United States would take a small army to gather the information and a large library to store it in. Promoters across the country are constantly coming up with new "Championship" races, and as much as we applaud their efforts, the *MXA* wrecking crew just couldn't list everybody. With the exception of the Mammoth Mountain Classic (which we listed because of its high-profile history), the names that follow are truly the giants of our sport; dedicated men who let it all hang out, and deserve the title "Champion."

AMA OUTDOOR NATIONAL CHAMPIONS

125cc

1974	Marty Smith	Honda
1975	Marty Smith	Honda
1976	Bob Hannah	Yamaha
1977	Broc Glover	Yamaha
1978	Broc Glover	Yamaha
1979	Broc Glover	Yamaha
1980	Mark Barnett	Suzuki
1981	Mark Barnett	Suzuki
1982	Mark Barnett	Suzuki
1983	Johnny O'Mara	Honda
1984	Jeff Ward	Kawasaki
1985	Ron Lechien	Honda
1986	Micky Dymond	Honda
1987	Micky Dymond	Honda

250cc

1971	Gary Jones	Yamaha
1972	Gary Jones	Yamaha
1973	Gary Jones	Honda
1974	Gary Jones	Can Am
1975	Tony DiStefano	Suzuki
1976	Tony DiStefano	Suzuki
1977	Tony DiStefano	Suzuki
1978	Bob Hannah	Yamaha
1979	Bob Hannah	Yamaha
1980	Kent Howerton	Suzuki
1981	Kent Howerton	Suzuki
1982	Donnie Hansen	Honda
1983	David Bailey	Honda
1984	Rick Johnson	Honda
1985	Jeff Ward	Kawasaki
1986	Rick Johnson	Honda
1987	Rick Johnson	Honda

500cc

1971	Mark Blackwell	Husky
1972	Brad Lackey	CZ
1973	Pierre Karsmakers	Yamaha
1974	Jim Weinert	Kawasaki
1975	Jim Weinert	Yamaha
1976	Kent Howerton	Husky
1977	Marty Smith	Honda
1978	Rick Burgett	Yamaha
1979	Danny LaPorte	Suzuki
1980	Chuck Sun	Honda
1981	Broc Glover	Yamaha
1982	Darrell Shultz	Honda
1983	Broc Glover	Yamaha
1984	David Bailey	Honda
1985	Broc Glover	Yamaha
1986	David Bailey	Honda
1987	Rick Johnson	Honda

MXA RIDERS OF THE YEAR

1975	Roger DeCoster
1976	Marty Smith
1977	Bob Hannah
1978	Marty Smith
1979	Bob Hannah
1980	Kent Howerton
1981	Mark Barnett
1982	Broc Glover
1983	David Bailey
1984	Jeff Ward
1985	Jeff Ward
1986	Rick Johnson
1987	Rick Johnson

SUPERCROSS CHAMPIONS

1974	Pierre Karsmakers	Yamaha (250cc)
	Gary Semics	Kawasaki (500cc)
1975	Jimmy Ellis	Can-Am (250cc)
	Steve Stackable	Maico (500cc)
1976	Jim Weinert	Kawasaki
1977	Bob Hannah	Yamaha
1978	Bob Hannah	Yamaha
1979	Bob Hannah	Yamaha
1980	Mike Bell	Yamaha
1981	Mark Barnett	Suzuki
1982	Donnie Hansen	Honda
1983	David Bailey	Honda
1984	John O'Mara	Honda
1985	Jeff Ward	Kawasaki
1986	Rick Johnson	Honda
1987	Jeff Ward	Kawasaki

TRANS-AMA CHAMPIONS

1970	Dave Nicoll	BSA
1971	Sylvain Geboers	Suzuki
1972	Ake Jonsson	Maico
1973	Adolf Weil	Maico
1974	Roger DeCoster	Suzuki
1975	Roger DeCoster	Suzuki
1976	Roger DeCoster	Suzuki
1977	Roger DeCoster	Suzuki
1978	Bob Hannah	Yamaha

TRANS-USA CHAMPIONS

1979	Kent Howerton	Suzuki
1980	Kent Howerton	Suzuki
1981	Broc Glover	Yamaha
1982	Dave Hollis	Yamaha

CZ WORLD CHAMPIONSHIPS

250cc

1980	No Champion
1981	Gary Jones
1982	Phil Oveland
1983	Phil Oveland
1984	Lance Moorewood
1985	Pete Maly
1986	John Pavich
1987	John Pavich

500cc

1980	Art McClain
1981	Clark Jones
1982	Clark Jones
1982	Phil Oveland
1984	Bill Keefe
1985	Jimmy Johnson
1986	Ed Arnet
1986	Mark Johnson

NMA PONCA CITY 80cc GRAND NATIONAL CHAMPIONS

1979	Erik Kehoe	Yamaha
1980	George Holland	Suzuki
1981	Larry Brooks	Yamaha
1982	Paul Denis	Kawasaki
1983	Mike Healey	Suzuki
1984	Bob Moore	Kawasaki
1985	Lowell Thompson	Kawaski
1986	Damon Bradshaw	Yamaha
1987	Buddy Antunez	Suzuki

U.S. GRAND PRIX CHAMPIONS

1973	500cc	Willy Bauer/Maico	Carlsbad, CA
1974	500cc	Gerrit Wolsink/Suzuki	Carlsbad, CA
1975	500cc	Gerrit Wolsink/Suzuki	Carlsbad, CA
1975	125cc	Marty Smith/Honda	Lexington, OH
1976	500cc	Gerrit Wolsink/Suzuki	Carlsbad, CA
1976	125cc	Marty Smith/Honda	Lexington, OH
1977	500cc	Gerrit Wolsink/Suzuki	Carlsbad, CA
1977	125cc	Gaston Rahier/Suzuki	Lexington, OH
1978	500cc	Heikki Mikkola/Yamaha	Carlsbad, CA
1978	125cc	Broc Glover/Yamaha	Lexington, OH
1979	500cc	Gerrit Wolsink/Suzuki	Carlsbad, CA
1979	125cc	Mark Barnett/Suzuki	Lexington, OH
1979	250cc	Kent Howerton/Suzuki	New Berlin, NY
1980	500cc	Marty Moates/Yamaha	Carlsbad, CA
1980	250cc	Kent Howerton/Suzuki	New Berlin, NY
1980	125cc	Johnny O'Mara/Mugen	Lexington, OH
1981	500cc	Chuck Sun/Honda	Carlsbad, CA
1981	250cc	Neil Hudson/Yamaha	New Berlin, NY
1981	125cc	Mark Barnett/Suzuki	Lexington, OH
1982	500cc	Danny Chandler/Honda	Carlsbad, CA
1982	250cc	Kees Van der Ven/KTM	New Berlin, NY
1983	500cc	Hakan Carlqvist/Yamaha	Carlsbad, CA
1983	250cc	David Bailey/Honda	New Berlin, NY
1984	500cc	Broc Glover/Yamaha	Carlsbad, CA
1984	250cc	Ron Lechien/Honda	New Berlin, NY
1985	500cc	David Bailey/Honda	Carlsbad, CA
1985	250cc	Johnny O'Mara/Honda	New Berlin, NY
1986	500cc	Rick Johnson/Honda	Carlsbad, CA
1986	250cc	Bob Hannah/Suzuki	New Berlin, NY
1987	250cc	Rick Johnson/Honda	Hollister, CA
1987	125cc	Erik Kehoe/Suzuki	Pittsburgh, PA

MAMMOTH MOUNTAIN MOTOCROSS CLASSIC

125cc

1973	Tim Lunde	Penton
1974	Tommy Croft	Honda
1975	David Williams	Honda
1976	Jack Keese	Honda
1977	John Tessitore	Yamaha
1978	Broc Glover	Yamaha
1979	Warren Reid	Honda
1980	Warren Reid	Kawasaki
1981	Ron Lechien	Yamaha
1982	Rick Johnson	Yamaha
1983	Danny Chandler	Honda
1984	Larry Brooks	Honda
1985	Ron Lechien	Honda
1986	Johnny O'Mara	Honda
1987	Ty Davis	Honda

250cc

1973	Doug Grant	Bultaco
1974	Milan Garrett	Montessa
1975	Danny Turner	Bultaco
1976	Gary Ogden	Suzuki
1977	Greg Robertson	Ossa
1978	Marty Moates	Yamaha
1979	Warren Reid	Honda
1980	Warren Reid	Kawasaki
1981	Donnie Hansen	Honda
1982	Rick Johnson	Yamaha
1983	Ron Lechien	Yamaha
1984	Gary Bowman	Suzuki
1985	Rick Johnson	Yamaha
1986	Johnny O'Mara	Honda
1987	Tommy Watts	Kawasaki

500cc

1973	Ken Zahrt	Bultaco
1974	Tom Rapp	Bultaco
1975	Tom Rapp	Bultaco
1976	Mike Bell	Honda
1977	Terry Clark	Husky
1978	Sherman Schneller	Suzuki
1979	Brian Myerscough	Suzuki
1980	Warren Reid	Kawasaki
1981	Donnie Hansen	Honda
1982	David Bailey	Honda
1983	Johnny O'Mara	Honda
1984	Jim Ellis	Yamaha
1985	Johnny O'Mara	Honda
1986	Johnny O'Mara	Honda
1987	Mike Fisher	Kawasaki

MOTOCROSS des NATIONS CHAMPIONS

500cc

1947	Great Britain
1948	Belgium
1949	Great Britain
1950	Great Britain
1951	Belgium
1952	Great Belgium
1953	Great Britain
1954	Great Britain
1955	Sweden
1956	Great Britain
1957	Great Britain
1958	Sweden
1959	Great Britain
1960	Great Britain
1961	Sweden
1962	Sweden
1963	Great Britain
1964	Great Britain
1965	Great Britain
1966	Great Britain
1967	Great Britain
1968	USSR
1969	Belgium
1970	Sweden
1971	Sweden
1972	Belgium
1973	Belgium
1974	Sweden
1975	Czechoslovakia
1976	Belgium
1977	Belgium
1979	Belgium
1980	Belgium
1981	USA: Danny LaPorte, Donnie Hansen, Chuck Sun, Johnny O'Mara
1982	USA: Danny Chandler, David Bailey, Johnny O'Mara, Jim Gibson
1983	USA: Mark Barnett, Broc Glover, David Bailey, Jeff Ward
1984	USA: Jeff Ward, Rick Johnson, Broc Glover, David Bailey, Johnny O'Mara
1985	USA: David Bailey, Jeff Ward, Ron Lechien
1986	USA: David Bailey, Rick Johnson, Johnny O'Mara
1987	USA: Jeff Ward, Rick Johnson, Bob Hannah ☐

Two lives: Kent Howerton (15) had two careers. In 1976 the Texan won the 500 National Championship for Husqvarna. It wasn't until four years later that he found his winning ways again and cleaned up two consecutive 250 titles. ►



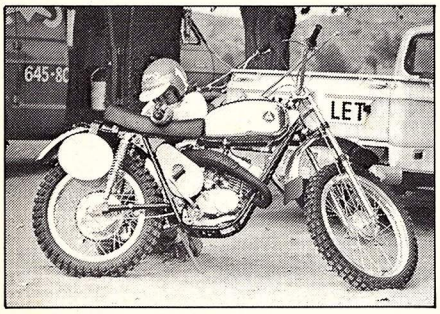
BIKES THAT CHANGED MOTOCROSS

Not everything that glitters is gold, but old iron sometimes is

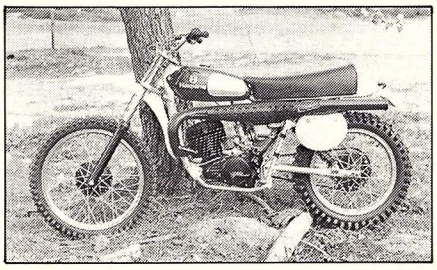
☐ Every couple years a machine comes along that advances the sport of motocross. It may be an innovative, heart-stopping, technological wonder, or it may just be a bike with charm and grace, but whatever the great bikes have, it is evident in the mark they leave. The *MXA* wrecking crew has tested virtually every motocross bike made in the last 15 years. Here are the bikes that changed the sport.

Suzuki: In the winter of 1975, Suzuki dropped the TM models and introduced the 1976 RM series of motocross bikes. Actual replicas of Roger DeCoster's race bikes, the RMs are what buried the European manufacturers for the first time. ►





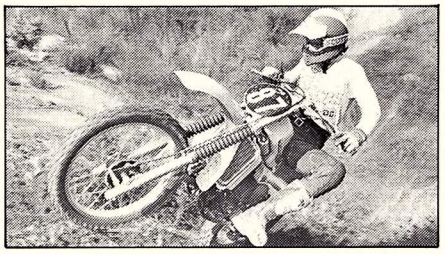
Hodaka: Selling for as low as $450, a kid could buy a Hodaka 100 and go racing. Designed in Oregon, but built in Japan, Hodaka slowly died out in the late '70s. When last seen, the molds had been sold to Korea. Today in Korea, motocross stars are being born.



Hooska: Husqvarna was part of the original motocross triad that dominated the early years of the sport. It was either Husky, Maico or CZ, or it was defeat, from '68 until 1976. Husky had the first magnesium motors, six-speed trannies and plastic fenders. The Swedes were on the ball.



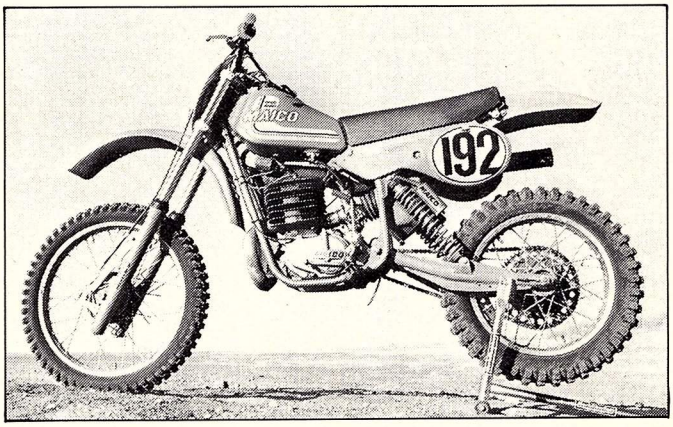
Ceske-Zavodny: Anybody who was anybody in American motorcycle racing spent time on a CZ. Stone reliable, adequately fast and partially predictable, the Czechoslovakian machines carried Brad Lackey, Steve Stackable, Kent Howerton, Rick Burgett, Roger DeCoster, Joel Robert, Jim Weinert and Jody Weisel (192) to fame and fortune.



Suzuki again: No bike has ever come as close to being perfect as the 1981 Suzuki RM125X. In fact, Suzuki has barely come close to building a bike as good since. The Full Floater rear suspension was an engineering marvel—the best rear-suspension design of all time. Suzuki dropped it because it was too expensive to manufacture.



Honda: In 1973, Honda unleashed its first two-strokes on an unsuspecting world. The sport has never been the same. The CR125 and CR250 were light, thin, small and incredibly fast. The CR250 wasn't as big a success as the tiddler, but it was high-tech. Steve McQueen appeared in all the Honda ads.



Maico: The Japanese manufacturers have bought so many Maicos to copy, they could open a warehouse. The 1981 Maico Mega-2 had a powerband so smooth, controllable and powerful, it made slow riders fast. It's been copied, but never duplicated. ☐

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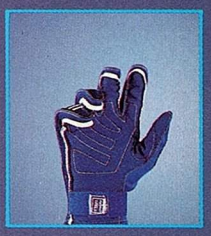
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Ultra-Lite™ Jerseys are available in your choice of 100% cotton, 50/50 cotton/poly blend or fully vented Cool-Lite style. If you're the serious high performance rider, the 50/50 blend is the jersey for you. Features include tapered shape with long tail, absorbent cuffs and collar, elbow pads, and interlock weave to resist snags and wear longer.

100% cotton jerseys absorb moisture for the added cooling on those hot riding days. Cool-Lite jerseys and vented 50/50 cotton poly's feature large open weave for maximum air ventilation where it's badly needed. O'NEAL JERSEY'S are tailored fit with sewn in elbow pads for added protection.

Add these style numbers to front of part numbers

100% 0030-
50/50 0010-
Vented 0050-

Colors available:
50/50 - White, Red, Blue
Cool-Lite - White only
100% - White, Red, Blue or Yellow
Kids - White, Yellow or Red
Specify jersey color and sizing when ordering.

Sizing:
Adult: S(36), M(38), L(40), XL(42)
Kids: S(6-8), M(10-12), L(14-16)

Pricing:
Kids $15.95
50/50 $21.95
Cool-Lite $21.95
100% $16.95

Ultra-Lite Pants $99.95

Trail-Lite Boots $129.95

Custom letters & numbers. Exciting new colors match with jersey logo.

142	Red/Black	Letters $1.50 each
131	White/Black	Numbers $3.00 each
028	Blue/White	Also available:
084	Orange/Blue	All complete line of
046	Lt. Blue/Royal	Super-X logos $1.25 each

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RETURN OF THE KILLER BAGS

They're back. The killer bags. They range from small to large but they are back. Their demands are simple and specific. There is really no escape from their request and you surely can't outrun them, because they haul.

THINGS CAN GET REALLY SPACED OUT

With more room than an average sized condominium, O'NEAL PAKS and BAGS are here to clean up your act and get your gear in order! Constructed of 420 DENIER NYLON, their double stitched to last! Heavy nylon carry straps make transporting these monsters easy. And durable nylon zippers keep your gear captive 'till you're ready to release it.

YOU BETTER HAUL

So, don't try to escape the killer bags. They're spaced out and determined to take what they came for. Now, if you could avoid the killer tomatoes . . .

DAY PACK **$12.95**
Great backpack styled to fit you and your extra gear. Padded shoulder straps add comfortable protection.

TRAK PAK 2700 **$18.95**
Our helmet size bag. Great for an overnight travel bag or just to the gym. 12"H x 12"W x 19"L.

TRAK PAK 4400 **$25.95**
This medium size duffle bag has one large center compartment and 4 velcro outside pockets. 13"H x 13"W x 24"L.

TRAK PAK 6300 **$43.95**
Our large gear bag. Made up of an extra large center compartment. On the side is a waterproof boot area which separates wet, muddy boots from the rest of your clothes. Additional shoulder strap. 14"H x 16"W x 28"L.

TRAK PAK 13000 **$65.60**
Largest gear bag yet. Made up of 2 large center compartments, 2 end boot compartments and 7 separate pockets, several of which zip close. Additional shoulder strap and reinforced bottom. 20"H x 18"W x 36"L.

BELT BAG **$19.95**
Tough nylon bags with special foam padding to protect riders back. Large plastic buckle adjusts to waist sizes 28" to 38".
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Blue/White.....1350-028
Blue/Yellow 1350-035
ATV White 1340-028
Black/Gray 1350-157

TOOL PAK **$24.95**
Designed for desert and enduro riders. Heavy duty Cordura nylon assures long life and durability. Large side and back pockets offer ample space for extra goodies. Specially designed tool holders keep tools from knocking around while riding. (Black) 1355-010.

JET SKI PAK **$18.95**
Our helmet size bag. Great for an overnight travel bag or just to the gym. 12"H x 12"W x 19"L.



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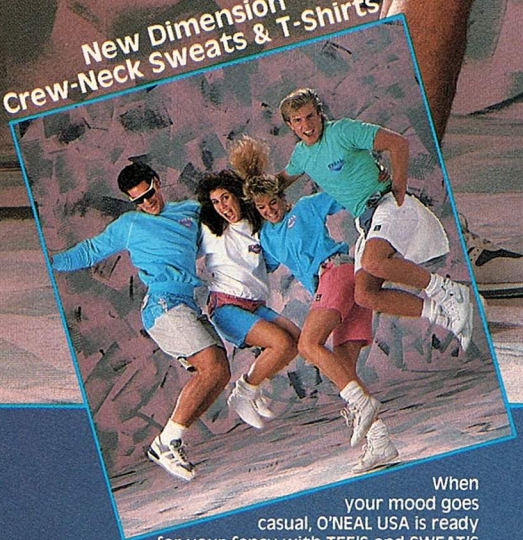
A LITTLE TEE'S AND ALOT OF SWEAT

Action Wear Sweatshirt

Action Wear Cotton Pullover

Action Shorts

New Dimension Crew-Neck Sweats & T-Shirts





When your mood goes casual, O'NEAL USA is ready for your fancy with TEE'S and SWEAT'S loaded with bright colors and vibrant graphic designs that will turn every head! Keeping trendy and looking sharp is easy with our huge variety of styles of TEE'S and SWEAT'S to choose from.

COLOR YOUR MOOD

All O'NEAL TEE'S are made from heavy duty 100% cotton, with knit collars. They're made to fit and built to last. Heat applied color graphics with the latest trendy designs set you off in a crowd! If the night air goes chilly, O'NEAL HOODED and CREW NECK SWEATSHIRTS are the perfect answer for that warm comfortable feeling.

SHOW 'EM WHAT YOU GOT

Now great looks with one slip over the head are easy with the super look of O'NEAL. Head out into the crowd because you've got the most popular look today. O'NEAL USA!

T-SHIRTS Specify size - Kids or Adults **$9.95**
Colors available - White, Royal, Red, Powder, Grey, Mint, Aqua, Red, Yellow

O'Neal New Dimension

Green	011-040	Royal	004-042
White	001-039	Red	003-042
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TEAM

Action Wear	048	Team Kawasaki	201
Apparel	038	Team Yamaha	404
World	014	Team Yamaha Flo.	462
Logo Back	016	Team Suzuki	301
Team Honda	101	Team Husky	501
Team Hondo Flo.	184	Team KTM	505

Crew Neck Sweatshirts $19.50

O'Neal White	001-037
O'Neal Powder	006-036
O'Neal Mint	007-036
O'Neal Grey	020-037

Hooded Sweatshirts $22.95
(Add numbers 1100- in front of O'Neal or Team t-shirt part numbers)

Action Wear Sweatshirts $27.95
Sizes M, L, XL Oversize cut.

Aqua/Charcoal	1090-089	Pink/Charcoal	1090-075
Wht/Charcoal	1090-159		

Action Wear Cotton Pullover $27.95
Sizes M, L, XL Oversize cut.

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Peach/Wht	1095-096

Action Shorts $29.95
Made from 100% sheeted cotton triple stitched in all stress points. Stone washed (pre-shrunk) for exact sizing. Elastic waste with drawstring allows adjustable fit. Side pockets and rear pocket with velcro® closure. Sizes S, M, L, XL, XXL

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Trail-Lite Boots $129.95

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Top riders in the USA and Europe choose O'NEAL WEAR for their choice in the best, most stylish off-road protection. Shouldn't you?

Made in Finland



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THE ANATOMY CONCEPT

ULTRA-LITE™ PANTS are designed and manufactured to fit and form to your body and the constant movement with racing. With a 15° angle cut, ULTRA-LITES™ are tailored for a riding position. A high cut waist at the rear keeps your jersey in and the dirt out.

A WORD ON DETAILS

ULTRA-LITES™ are packed with features that help perform the job of functional motocross pants. SYN 38™ reinforces the knee area and wears forever and stays soft, even after many washes. Knit ankle cuffs keep pant leg in place without the annoying bunch-up. Nylon buckle cam locks to waist belt for an exact adjustment, and sewn on naugehyde letters identify your style.

Adult Sizes: 28, 30, 32, 34, 36, 38	$99.95
Kids Sizes: 22, 24, 26	$89.95
Plain Leg: Blue, Red 28-42	$89.95

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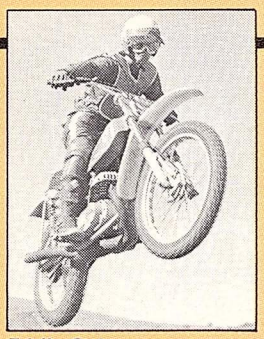
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THE MEN BEHIND THE LOGOS

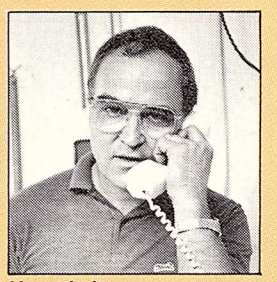
Driving forces in the motocross industry

☐ In Western society consumers are conditioned to respond to products through the process of advertising and promotion. Part of that conditioning is the consumer's (hopefully) instant association of a product with its trademark or logo. In motocross this is especially true as manufacturers compete for the small pool of finances of the racing public.

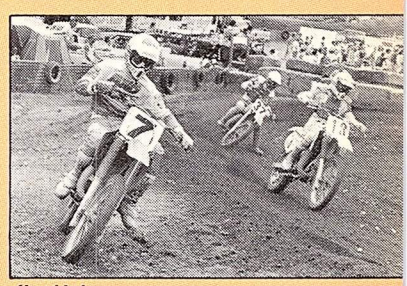
Most riders and racers are familiar with the various logos and the products they represent, yet they are not familiar with the men behind those logos. The men who are responsible for bringing the multitude of products to the racer are an aggregate of inventors, businessmen and ex-racers. Meet the men behind the logos!



Eddie Cole



Horst Leitner



Jim Hale

ANSWER PRODUCTS

EDDIE COLE: Age 33, years in sport: 19, years in business: 11.

"Racing and running a business are very similar. They are both highly competitive, and to be successful you have to wake up every morning and work at it. I'm sure that racing taught me a lot about what it takes to succeed in business and in life.

"Right now business and the sport are healthy. I think the biggest problem we face is insurance and product liability, and the resultant closing of places such as Indian Dunes in California. People within the sport have hurt the sport; it is time for them to become more responsible."

ATK

HORST LEITNER: Age 46, years in sport: 32, years in business: 10.

"I've always had an interest in motorcycles, anything to do with bikes. And I've always wanted to be around them. I started with a Ducati four-stroke motor that I put into a bicycle frame. I couldn't go half a mile without having it break (laughs).

"Later, I worked at a gas station and tinkered with body work on cars. I fixed and tried to improve motorcycles and chainsaws. I have degrees in mechanical engineering, so trying to improve things was only natural.

"I'd say that bike development has come to a standstill in the last five years. There has been some gain, but not as much as in the previous five years. I think that's because of the subjective feelings of riders—they are unwilling to change. The test riders always make comparisons with what they had, not with what is better. At least here they are experimenting and making changes; in Europe the riders and factories are asleep!"

AXO SPORT

JIM HALE: Age 32, years in sport: 17, years in business: 4.

"I think the sport and off-road riding are doing well. There are certainly plenty of places to race, but not so many places to trail ride, which is not good for the sport. I think motocross is the greatest sport because of the level of involvement of the racers and their families. There are a lot of good people who tend to be close knit, which makes the sport a lot of fun! I'm distressed over the promoter wars; I think they could destroy the sport if it keeps up. Business is tough and competitive, yet we manage to get along well. I think the promoters should, also."

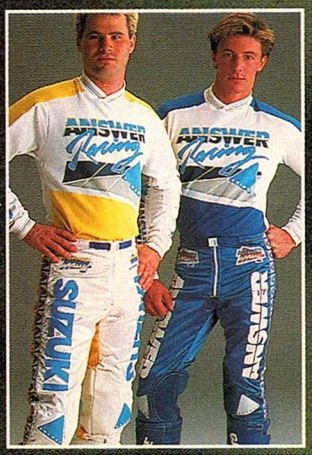
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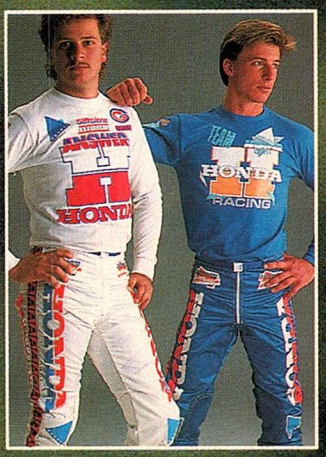
Answer racing pants. When you only fly first class.



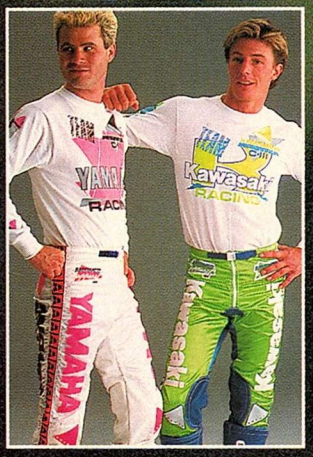
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R. Blu/Blu Answer TEAM PANTS.
L. Wht/Yel Suzuki PRO-GLO PANTS



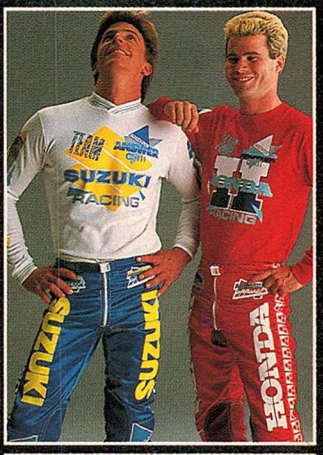


R. Grn/Blu Kawasaki TEAM PANTS
L. Wht/Wht Yamaha PRO-GLO PANTS



R. Blu/Blu Honda PRO-GLO PANTS
L. Wht/Wht Honda PRO-GLO PANTS

R. Red/Red Honda TEAM PANTS
L. Blu/Blu Suzuki PRO-GLO PANTS



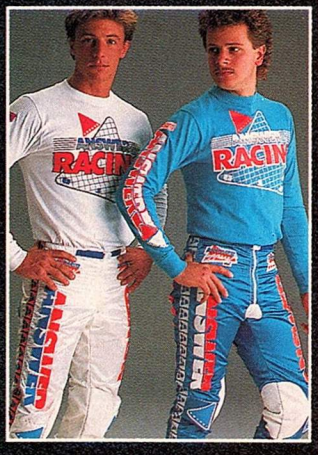
R. Red/Red Yamaha TEAM PANTS
L. Wht/Red Yamaha TEAM PANTS



R. Blu/Blu Suzuki PRO-GLO PANTS
L. Yel/Blu Suzuki TEAM PANTS

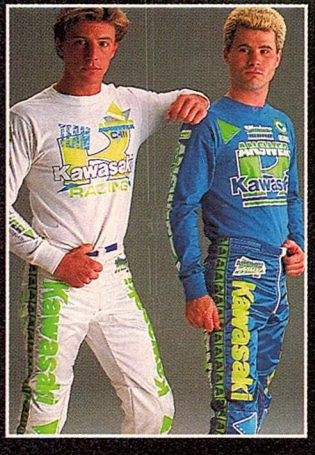


R. Blu/Blu Answer PRO-GLO PANTS
L. Wht/Wht Answer PRO-GLO PANTS





R. Blu/Blu Answer PRO-GLO PANTS
L. Red/Red Answer TEAM PANTS



R. Blu/Blu Kawasaki PRO-GLO PANTS
L. Wht/Wht Kawasaki PRO-GLO PANTS

ANSWER

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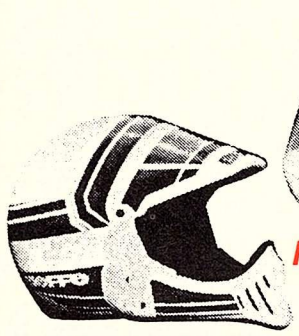


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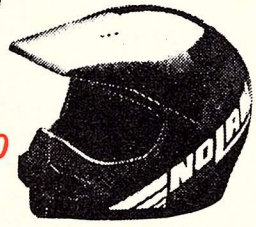
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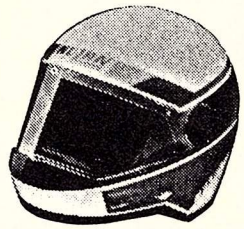
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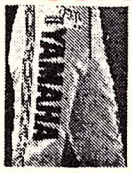
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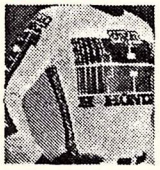
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DENNIS KIRK.

THE MEN BEHIND THE LOGOS

BOYESEN ENGINEERING

EYVIND BOYESEN: Age 45, years in sport: 20, years in business: 17.

"My background is one of always trying to solve problems, of asking, 'What if?' I was never satisfied with the way things worked, always trying to make things work better. I think the development of bikes has reached a plateau, the current systems of suspension and such can be refined only on a minor scale. It is time for the bikes to make the leap to the next plateau of development. Unfortunately, economics restricts that kind of radical development."

DG PERFORMANCE SPECIALTIES

MARK DOOLEY: Age 30, years in sport: 20, years in business: 9.

"When DG first started, we had a big team of sponsored riders, and a company could do that because the riders were happy to get any help they could. Now it has become too expensive to field those types of teams, primarily because riders want to get paid. They want a lot of money, which, of course, is part of being a professional.

"We are starting to help out local Pros again, on a smaller scale. We are looking for successful local Pros from different areas of the country to help out. I think there may be a return to teams from the aftermarket companies, because of the cutbacks at the factory level. That could be the future wave of the sport—smaller teams of sponsored riders from the various companies in the industry."

DAVE MILLER CONCEPTS

DAVE MILLER: Age 32, years in sport: 20, years in business: 18.

"I think that, overall, the sport is very healthy. On the amateur level it is great, the sport is and always will be amateurs going out and banging bars against each other and having a great time.

"On the professional level, I think it is the pits. I always thought of racing as man against man, and the best man wins. Now it is whoever gets the contract with the most money and the most help. The rest of the guys can barely make any money. There is too much infighting, especially amongst the promoters. It is getting to be all politics, like it was when I rode speedway. The amateur end is healthy and booming. Hopefully, the pros will follow suit."

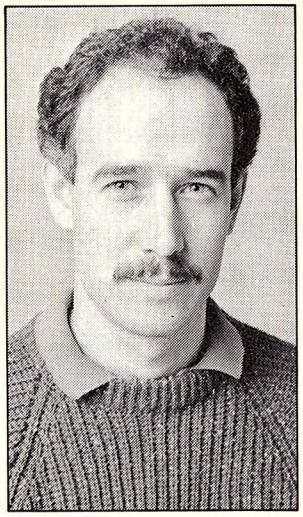
FOX RACING

GEOFF FOX: Age 47, years in sport: 16, years in business: 14.

"We started as a supplier of replacement parts for CZs. With our backgrounds—I'm a physicist and my brother is an engineer—it was natural that we move into suspension when that was the big area of development. We came out with the right product at the right time. We were also a disfributor of Koni shocks and started by making new seals for the Konis because they always blew out. Koni got mad at us and stopped selling the shocks to us, so we made our own. We moved into the clothing end when we started making clothes for our team riders.



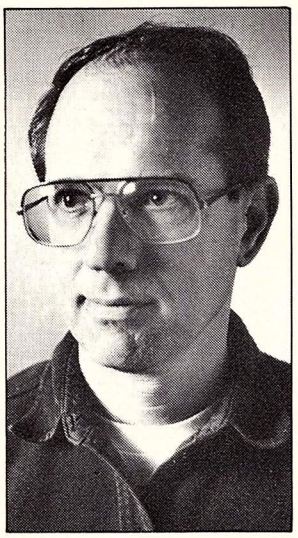
Eyvind Boyesen



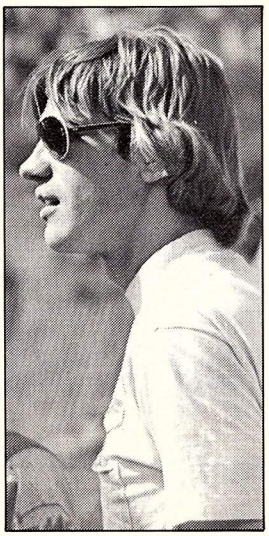
Mark Dooley



Dave Miller



Geoff Fox



Donnie Emler



Bob Maynard

FLYING MACHINE FACTORY

DONNIE EMLER: Age 36, years in sport: 23, years in business: 15.

"When we started, it wasn't much of a challenge to make stuff better than stock. Now it is a bit more difficult, which makes it more fun. I get the most fun out of helping develop new heroes. That is the most fun, making a bike and a rider faster and more successful. We might see a return to teams such as we, DG and Fox had ten years ago. The problem is, there isn't a whole lot of money to fritter away on a lot of riders. The other thing is that the clothing companies have the most money, and guys wear shoulder pads on the outside, so riders don't wear jerseys with the big logos on the front anymore. I think it would be a blast to have a guy or two race Nationals wearing the jerseys of their team. It could happen with more involvement from other sponsors working together."

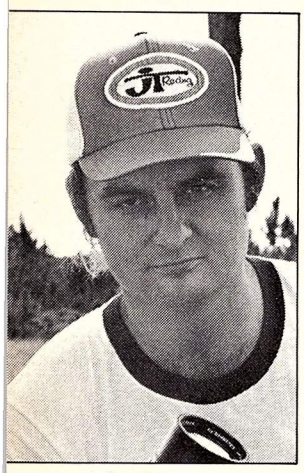
HALLMAN USA

BOB MAYNARD: Age 45, years in sport: 24, years in business: 8.

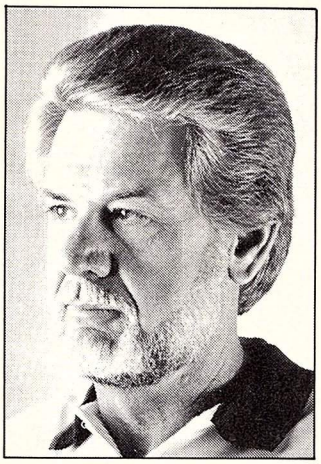
"Hallman is in its 20th anniversary year. We were the first company to offer clothing specifically for racing. Torsten Hallman is still actively involved in racing and in the business in Sweden.

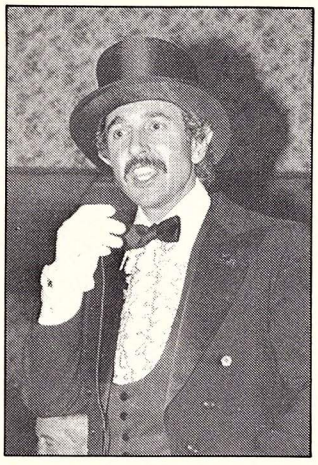
"Here I think the sport is very much alive. The off-road sector may not be as broad as it was a few years ago, but I think it will expand again. There seems to be a return to basics of sorts. Dual-purpose machines are coming back, so I think that sector will increase. Motocross has narrowed down to the hard-cores, and they are more enthusiastic than ever. Motocross still has the potential to be the most exciting spectator sport, but the promoters have to stop the infighting and promote the sport in a positive way for the long-term interests of the sport."

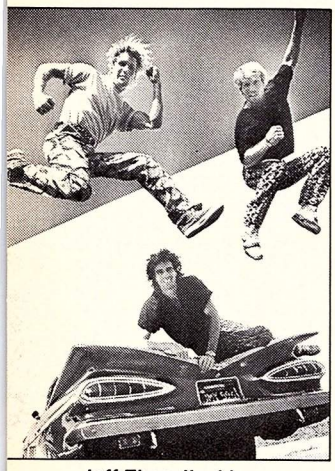
THE MEN BEHIND THE LOGOS

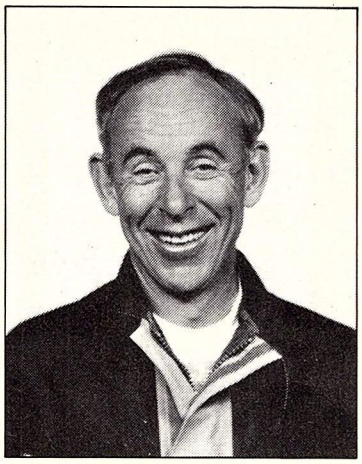


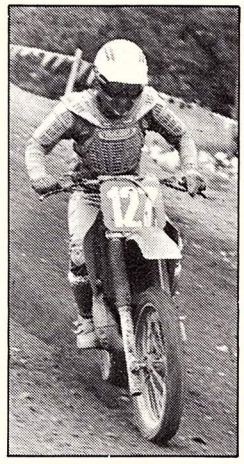
John Gregory


Dick Lechien


Vic Krause


Jeff Theodisakis
Mark & Brian Simo


Malcolm Smith



Jim O'Neal

JT RACING

JOHN GREGORY: Age 47, years in sport: 23, years in business: 20.

"We started about the time Torsten Hallman came over with his race leathers. I did a lot of desert riding, and once I was down in Mexico and saw these heavy, colored soccer socks. I bought a few pair and started wearing them. Then I gave some to my friends. They wore them and liked them, so I bought some more and started selling them.

"Joel Robert was racing over here, and at the time, he wore thick, gray English wool fishing socks. He saw our socks and liked them, so we paid him to endorse them. I think we were the first to pay a rider to endorse an aftermarket product. After that, it was an American dream; one product evolved into another, and business has been great ever since."

KRAUSE RACING

VIC KRAUSE: Age 42, years in sport: 19, years in business: 11.

"Our logo, the Krause Kritter, isn't a lion but a conglomeration of several 'beasts' that represent the spirit of motocross and motocrossers. It has the rib cage of a man, the hindquarters of a lion, the claws of a bear, the mouth and teeth of a sabre-tooth tiger and the eyes of a giant condor. It is a totally bionic creature with the speed, agility, stealth, aggressiveness and brute force required to compete in motocross!

"I think the racers of today are like the Kritter, they are completely hard-core animals. The sport has firmed up; those involved are more avid competitors and consumers. The deadbeats who were into the sport because it was the thing to do are gone. The sport is very healthy. Our biggest problem is legislative acts that infringe on the ability of people who ride off-road, which includes racers. Everyone needs to stick together to protect our interests!"

LIFE'S A BEACH

BRIAN SIMO: Age 28, years in sport: 12, years in business: 4.

"We got involved with Rick Johnson because we had been friends for a long time, both from racing and from surfing. He had been wearing our shorts around and then wore them during a National at Gainesville, Florida, for fun. The mail-order business started out of a demand for the clothes.

"Chuck Sun was a big help in getting things started, as was Marty Moates, but we're not involved with just surfing and motocross. We have boxers, comedians, skaters, even the San Diego Chargers. Motocross is just a small part of the business. What it comes down to is a love for racing and the sport."

MAXIMA RACING LUBRICANTS

DICK LECHIEN: Age 51, years in sport: 21, years in business: 9.

"I'm worried about the sport. It has undergone so many changes that I'm afraid we've lost sight of what it is, which is a sport. I think the AMA needs to get out; we need a separate organization to oversee the sport. There is too much nitpicking and inconsistency. I'm worried about the infighting between promoters and what the long-range effect will be on the sport. I also think that the factories control too much of the sport. They control who gets the support and the money, and essentially who goes fast. I don't want to sound negative, but on the professional level, things are bleak."

MS RACING

MALCOLM SMITH: Age 46, years in sport: 32, years in business: 18.

"I'm not completely happy with the way the sport has developed. I think too many tracks are too dangerous because of their use of Supercross obstacles. I know it looks good from a spectator standpoint, but from a rider's point of view, I'm no fan of it. That is one of the reasons I haven't encouraged my son to race. It's one thing at the Pro AMA level, but on local tracks there are too many riders of varying skills and bike sizes for it to be safe.

"The long-term success of the sport is going to require television and outside sponsors, but with the way it's being run, I don't see a lot on the horizon. Maybe if Bruce Brown *(On Any Sunday)* does another movie, the sport might grow in those areas."

O'NEAL USA

JIM O'NEAL: Age 41, years in sport: 26, years in business: 12.

"Generally, off-road riding is stable. It has gotten more expensive, which has made the participants and competitors more serious. Motocross looks very solid, especially at the amateur level. The racers are very competitive and serious; they train hard and put a lot of time into prepping their bikes. They look a lot more professional than the Pros did ten years ago.

"I'm really disgusted with the whining and bickering that has been going on over the Anaheim Supercross. That kind of thing is not what the sport needs; it is tearing the sport apart. I think we need some new blood. These promoters just take, and put nothing back into the sport. The AMA is to blame, as well. It should've made some solid decisions months ago."



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CR125	1986	33.10
CR125	1987	36.90
CR250	1981-85	43.40
CR250	1986-87	36.45
CR500	1984-87	56.00

RINGS



CR80	1980-83	$ 7.10
CR80	1984	12.95
CR80	1985	14.07
CR80	1986-87	7.10
CR125	1981-85	14.15
CR125	1986-87	7.90
CR250	1981-87	17.35
CR500	1984-87	20.80

GASKET SETS

CR80	1980-82	$ 9.65
CR80	1983-85	14.65
CR80	1986-87	13.65
CR125	1981-85	11.95
CR125	1986-87	16.80
CR250	1981-86	14.50
CR250	1987	16.80
CR500	1984-85	14.40
CR500	1986	15.25
CR500	1987	17.30

CRANK ASSY.

CR80	1980-83	$105.95
CR80	1984-87	77.75
CR125	1981-87	97.15
CR250	1981	161.05
CR250	1982	172.65
CR250	1983-87	147.75
CR500	1984-87	147.75

CLUTCH PLATES/FIBER



CR80	1980-83	$3.10
CR80	1984-87	6.35
CR125	1981	4.70
CR125	1982	6.34
CR125	1983-86	4.92
CR125	1987	6.34
CR250	1981, 83-87	4.92
CR250	1982	6.34
CR500	1984-87	4.92

CLUTCH PLATES/METAL

CR80	1980-87	$2.75
CR125	1981	3.25
CR125	1982-87	4.00
CR250	1981-87	4.94
CR500	1984-87	4.94

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CR80	1980-85	$ 5.95
CR80	1986-87	19.95
CR125	1981	9.95
CR125	1982-83	11.95
CR125	1984-87	19.95
CR250	1981-83	9.95
CR250	1984-87	19.95
CR500	1984-87	19.95

REAR BRAKE PADS OR SHOES
(SOLD BY SETS ONLY)



CR80	1980-84	$ 5.95
CR80	1985-87	7.95
CR125	1981-82	9.95
CR125	1983-86	11.95
CR125	1987	19.95
CR250	1981-82	9.95
CR250	1983	11.95
CR250	1984-86	11.95
CR250	1987	19.95
CR500	1984-86	11.95
CR500	1987	19.95

SWING ARM BEARINGS

CR80	1980-81	$5.45
CR80	1982-85	8.85
CR80	1986-87	7.40
CR125	1981-85	8.16
CR125	1986-87	6.12
CR250	1981-85	8.16
CR250	1986-87	6.12
CR500	1984-85	8.16
CR500	1986-87	6.12

SWING ARM BEARING SPACERS

CR80	1980-87	$ 8.60
CR125	1981	11.00
CR125	1982-84	7.95
CR125	1985-87	8.50
CR250	1981	11.00
CR250	1982-84	7.95
CR250	1985-87	8.50
CR500	1984	7.95
CR500	1985-87	8.50

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CR80	1986-87	$107.22
CR125	1984-87	107.22
CR250	1984-87	107.22
CR500	1984-87	107.22

FRONT BRAKE LEVERS

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CR80	1982	10.45
CR80	1983-87	6.10
CR125	1981-82	10.44
CR125	1983-87	6.10
CR250	1981-82	10.44
CR250	1983-87	6.10
CR500	1984-87	6.10

CLUTCH LEVERS

CR80	1980-81	$5.40
CR80	1982	6.10
CR80	1983-87	6.10
CR125	1981-82	6.10
CR125	1983-87	6.10
CR250	1981-82	10.54
CR250	1983-87	6.10
CR500	1984-87	6.10

REAR BRAKE LEVERS

CR80	1980-82	$17.15
CR80	1983-87	9.85
CR125	1981-82	28.08
CR125	1983-87	38.99
CR250	1981-83	39.79
CR250	1982	44.23
CR250	1984-87	36.30
CR500	1984-87	36.30

SHIFT LEVERS

CR80	1980-81	$10.80
CR80	1982	12.65
CR80	1983-87	19.95
CR125	1981-87	25.72
CR250	1981-82	47.82
CR250	1983-87	26.60
CR500	1984-87	26.60

HANDLE BARS

CR80	1980-82	$25.55
CR80	1983-87	21.70
CR125	1981	41.09
CR125	1982-87	29.04
CR250	1981	39.56
CR250	1982-87	29.04
CR500	1984-87	31.23

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FORK SEALS

CR80	1980-81	$ 4.35
CR80	1982-87	9.45
CR125	1981-82	5.96
CR125	1983-86	10.28
CR125	1987	9.56
CR250	1981-82	5.64
CR250	1983-87	9.56
CR500	1984-87	9.56

THROTTLE CABLES



CR80	1980-83	$5.80
CR80	1984-87	6.20
CR125	1981-84	7.26
CR125	1985-87	6.58
CR250	1981, 83-84	8.13
CR250	1982, 85-87	7.26
CR500	1984	8.13
CR500	1985-87	7.26

CLUTCH CABLES

CR80	1980-82	$7.25
CR80	1983-87	5.85
CR125	1981-84	8.34
CR125	1985-87	7.20
CR250	1981-82	8.38
CR250	1983-84	7.46
CR250	1985-87	6.71
CR500	1984	7.46
CR500	1985-87	6.71

AIR FILTERS

CR80	1980-81	$ 7.90
CR80	1982-83	18.75
CR80	1984	22.35
CR80	1985-87	18.75
CR125	1981-87	18.20
CR250	1981-87	18.20
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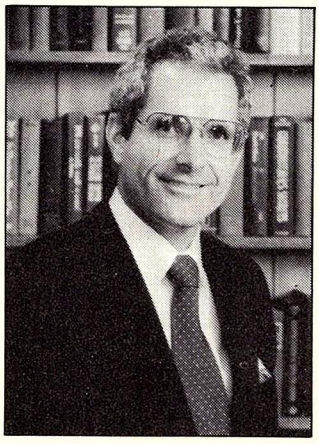
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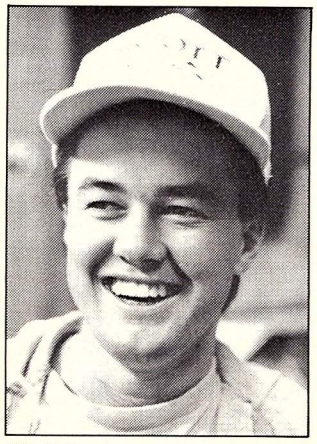


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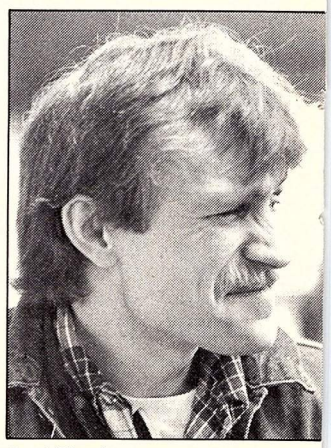
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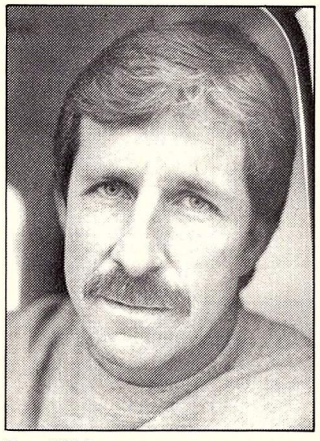
P. J. Harvey



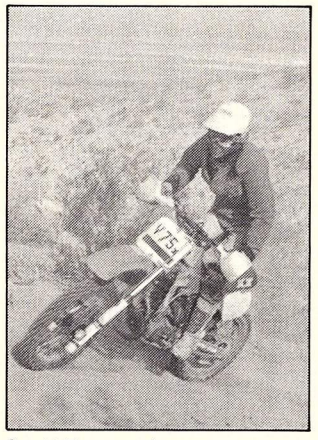
Mitch Payton



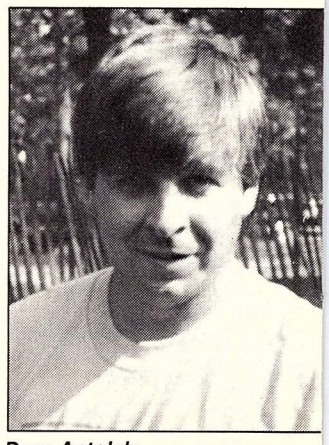
Paul Thede



Tom White



Scott Foreward



Dave Antolak

PJ1 OILS

P.J. HARVEY: Age 45, years in sport: 18, years in business: 17.

"At the amateur level the sport is definitely strong and healthy. The level of family involvement is very impressive, and I think that is important. Motocross is a family sport, and it teaches people about teamwork. To be successful it takes more than just a good rider. I think the sport does a good job of teaching riders about setting goals and what it takes to achieve them. It also teaches them how to handle defeat, how to handle the low points in life. Motocross is a great sport to be involved in."

PRO CIRCUIT RACING

MITCH PAYTON: Age 27, years in sport: 20, years in business: 9.

"When I first started, the aftermarket was very big. It died for a while between 1979 and '82 when too many businesses sold low-quality products. It got so bad that you could go to a National and see privateers running stock equipment.

"Now the factories make everything, such as suspension systems, so much better. To be successful, a company needs to make equipment that is not only better in performance but in construction. Every year it takes more and more work to stay on top.

"Motocross is definitely alive. It may not be growing at a tremendous rate, but it certainly isn't dying. Look how long it has been in Europe, and it hasn't died there. On the professional level, I think outside sponsors will be needed to field teams if the pro sport is to survive and grow. They do it in roadracing, so why not motocross? The factories aren't going to continue carrying all the weight. People making a living from the sport are going to have to put more back into it and not just take from it!"

RACE TECH SUSPENSION

PAUL THEDE: Age 32, years in sport: 20, years in business: 7.

"I don't think there is any sport that can rival motocross. There are so many variables involved, it requires more diverse athletic skills than almost any sport I can think of.

"The promoters need to get together and quit fighting each other. The sport has the potential to be the most exciting spectator sport, especially Supercross, but right now it's a big mess. You can't blame the promoters for trying to make money, but they'd make more if they got things straightened out.

"On the local level the liability and insurance laws are what's killing the sport. The long-term success of the sport and business aren't going to be rosy if the riders don't become more responsible and represent themselves better."

SCOTT'S SCOOTER SERVICE

SCOTT FOREWARD: Age 37, years in sport: 25, years in business: 15.

"The sport is in a transition stage. Right now it is sorting out the riders, and only the very serious are staying involved. The problem with that, though, is that motocrossers think of themselves as separate from the desert and enduro guys, because they do their competing on a closed course. We need to be unified with other off-road riders to protect the tracks and riding areas of all the groups, because the threat of having them closed in the near future is a definite possibility.

"As far as motocross goes, the sport is healthy, but I think the big-name Pros need to get together and use their collective power to keep the sport moving in a positive direction. They need to voice their opinions to the factories, the promoters and the media, so the sport can progress and grow."

TUF RACING

DAVE ANTOLAK: Age 34, years in sport: 15, years in business: 4.

"I got involved in the business end of the sport because here in the Midwest I couldn't find what I wanted, which was a good motocross shop. It was difficult to get clothes and parts and such, and now we are the biggest aftermarket shop in the area. Our performance package racers have become very popular. In fact, we just sold 25 to a dealer in Sweden, and we're working on a deal for 100 for a guy in Italy. I guess you could say business and the industry are healthy.

"I see the sport dropping off a bit, mostly because of the cost. I think that shops and companies will have to pick up the slack and have their own teams. We will sponsor Keith Bowen to do the 125 Nationals this year, but since Kawasaki wouldn't give us any help with the bikes, they will be painted bright orange. I think privateer efforts like this will be the way the sport succeeds in the future."

WHITE BROS.

TOM WHITE: Age 38, years in sport: 22, years in business: 13.

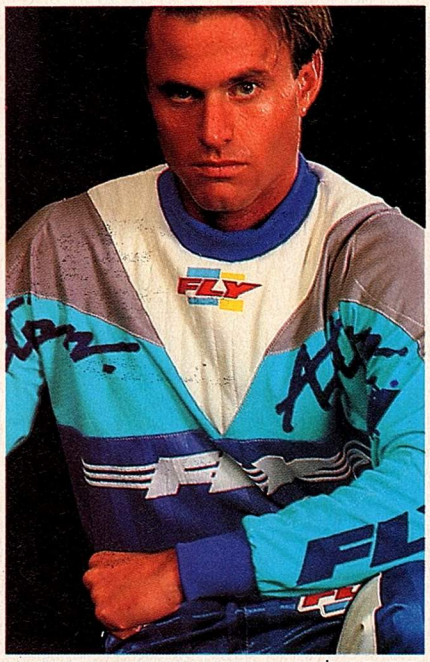
"The industry has gone back to what it was when we first started. The big conglomerate warehouse businesses have gone by the wayside. The industry is now made up of Mom and Pop-type outfits that are concerned about quality and reputation. These shops thrive on being specialty dealers and carrying specialized products.

"Unfortunately, one of the problems in motocross is that everything is so specialized. Many of the tracks and bikes are almost overwhelming for the beginner rider. I think that a lot of people are scared off by the sophistication of the sport. The good thing is that those who are in the sport are in it because they love it, not because it is the thing to do." □

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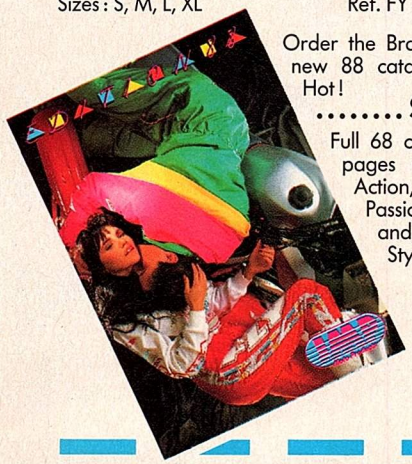


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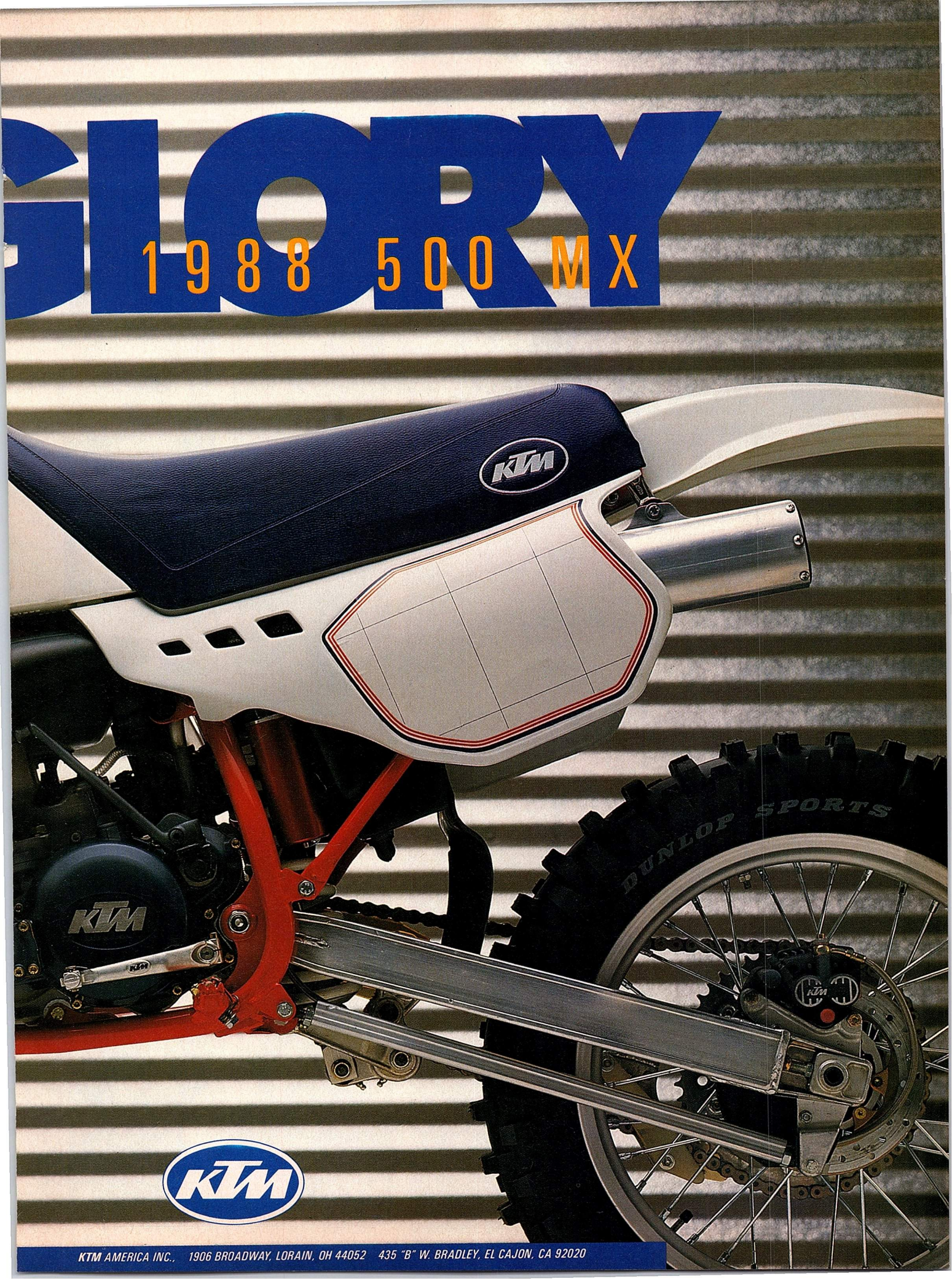
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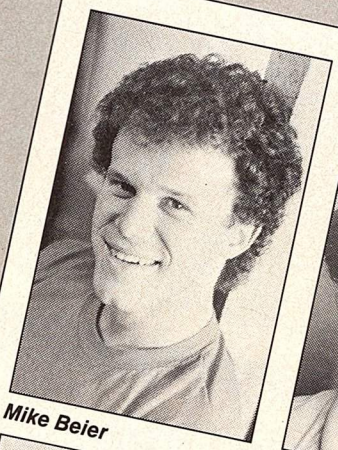
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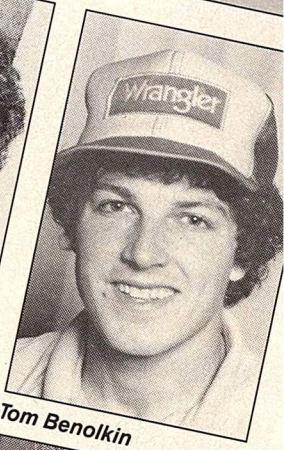

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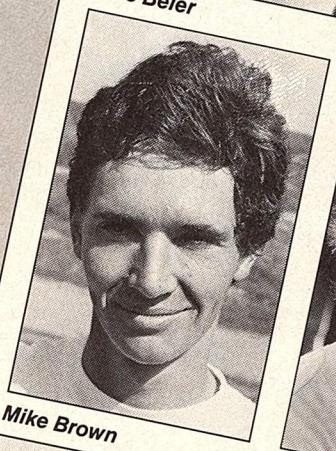
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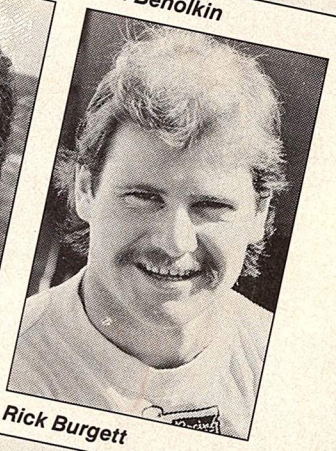
How to create a sport in 20 years or less

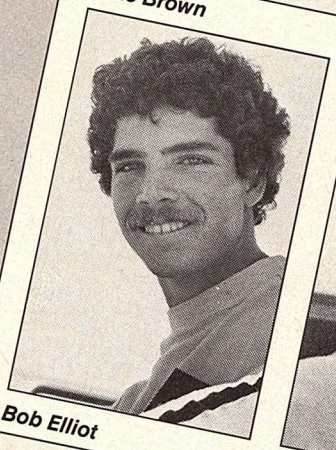

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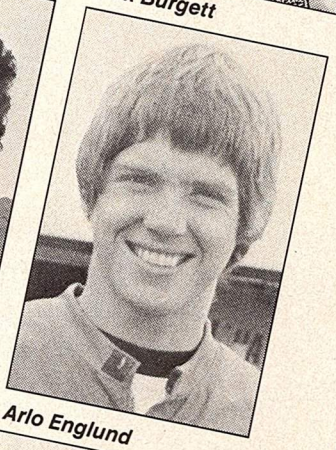


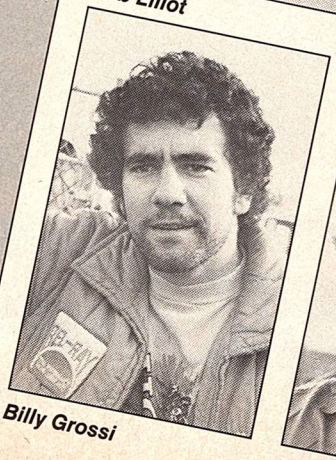
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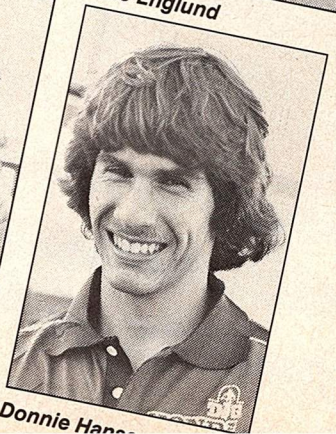

Mike Brown


Rick Burgett


Bob Elliot


Arlo Englund

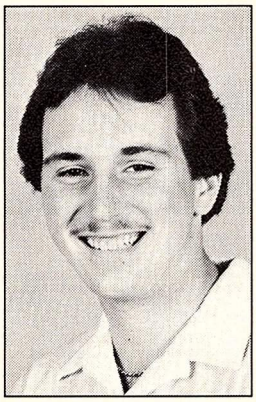

Billy Grossi


Donnie Hans

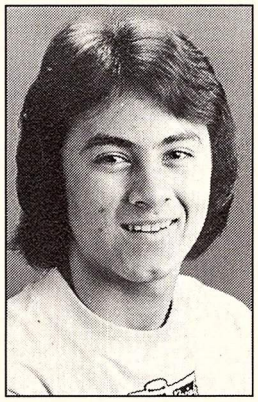
☐ School yearbooks are miniature time capsules stuffed between two covers. Pictures and captions of events that took place years ago become the trigger for memories and stories long since forgotten. A photo of a noontime pep rally can remind you of the girl you were dating at the time, or maybe even the stale coffeecake the cafeteria used to sell.

NOW IT'S OUR TURN

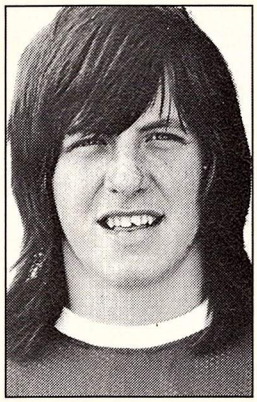
A collection of motocross memories completely covering the history of the sport is a project most people would fear, so naturally we took a crack at it. You might not find a picture of yourself or your favorite track on the following pages, but we hope that most of the pictures will trigger some fond memories. Who was the World 500cc Champion when you bought your first bike? Whose riding style were you trying to copy when you crossed the finish line for your first trophy? Read on, as *MXA* takes a look at the famous and not-so-famous faces of motocross.



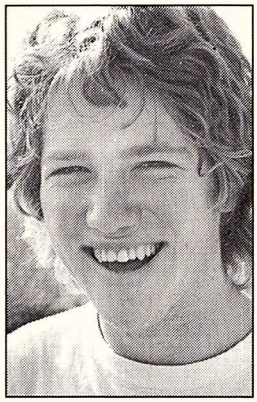
Denny Bentley



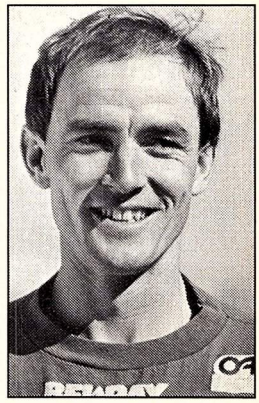
Troy Blake



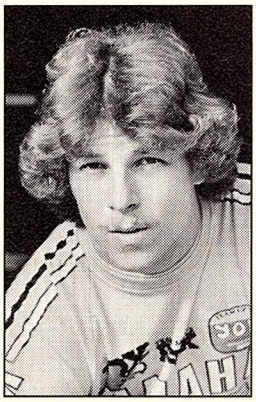
Mickey Boone



Wayne Boyer



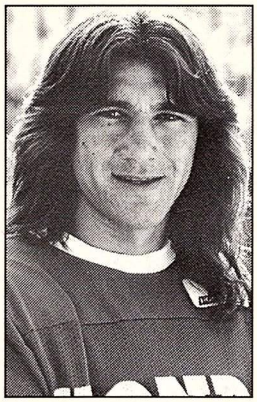
Goat Breker



Donnie Cantaloupi



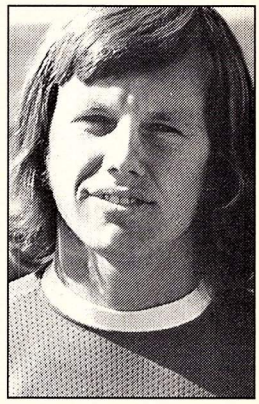
Danny "Magoo" Chandler



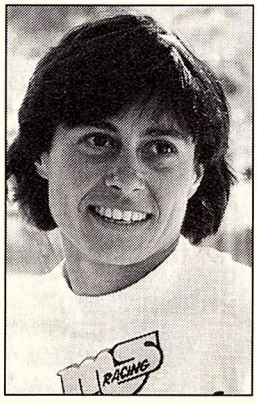
Tommy Croft



Tony DiStefano



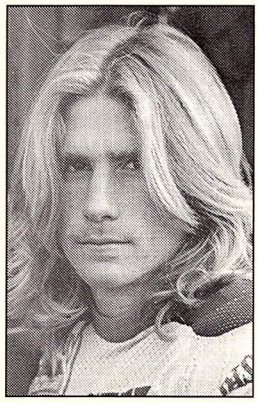
Rich Eierstedt



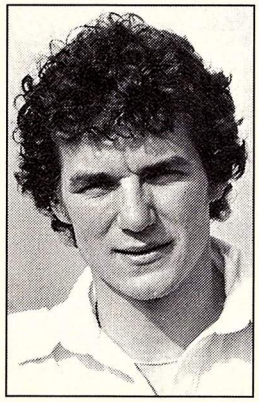
Sue Fish



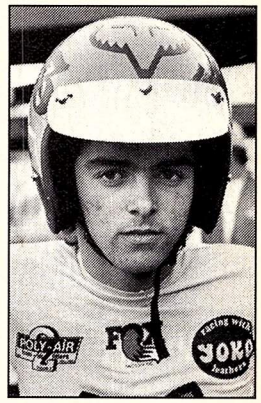
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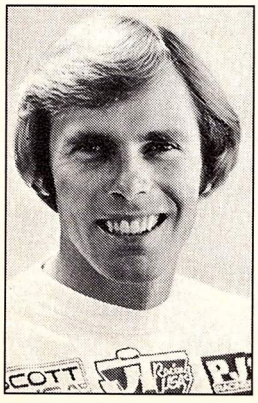
Jim Gibson



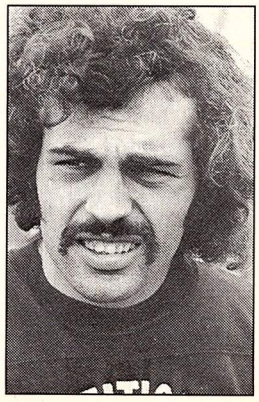
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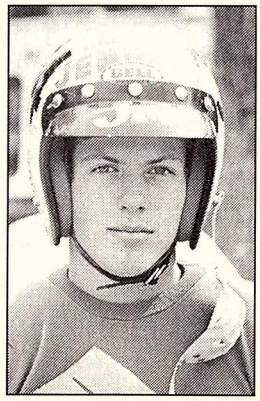
Lenny Giger



Kent Howerton



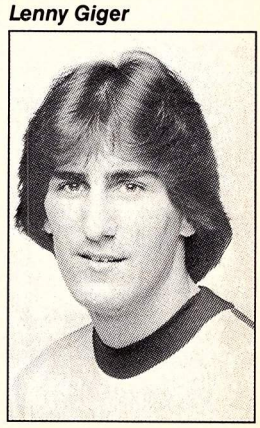
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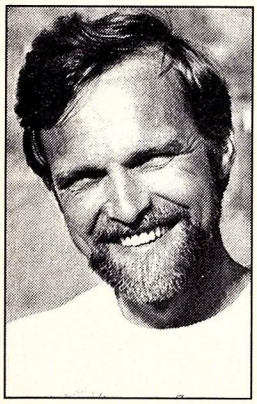
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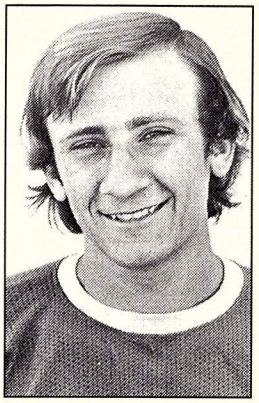


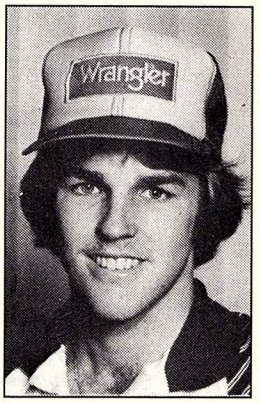
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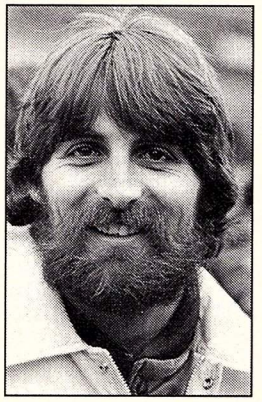
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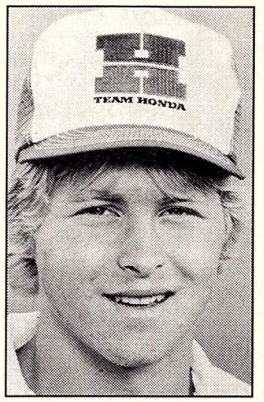

Pierre Karsmakers


Don Kudalski

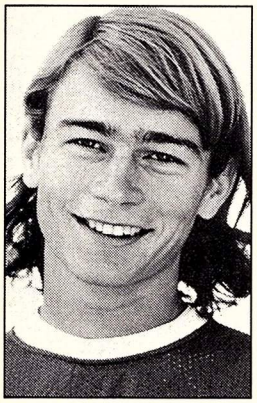


Kenny Keylon


Brad Lackey

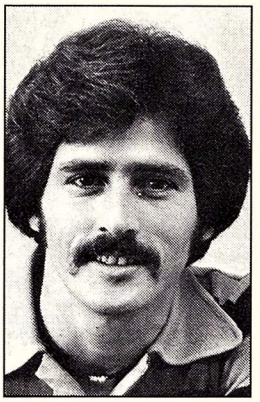


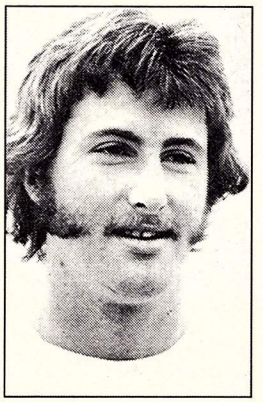
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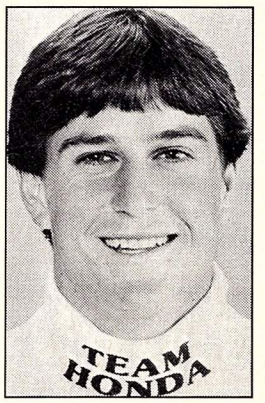

Bruce McDougal



Marty Moates

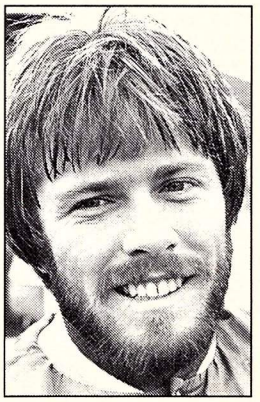

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Buck Murphy

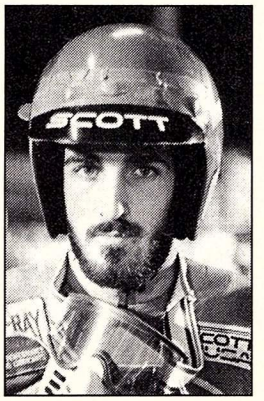


Brian Myerscough


Warren Reid

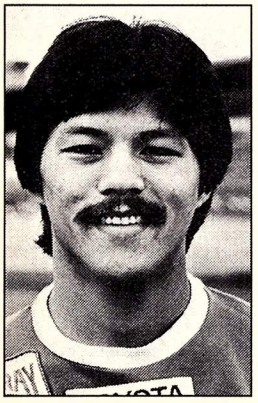

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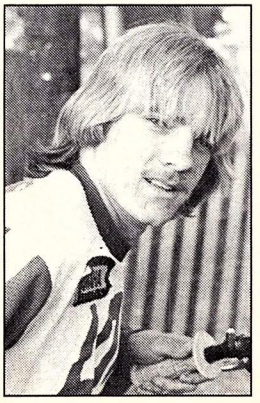

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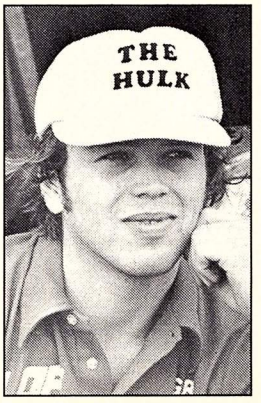


John Savitski

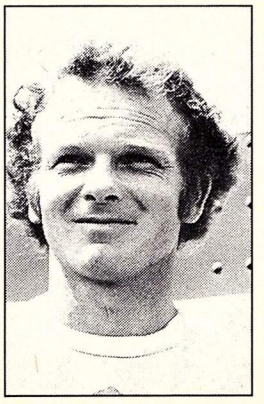

Gary Semics


Chuck Sun


David Taylor

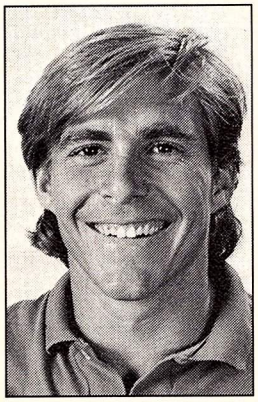


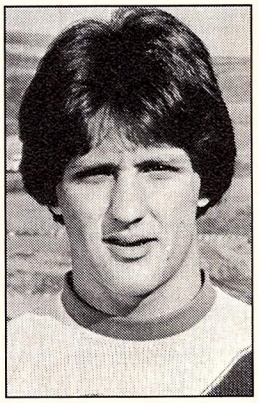
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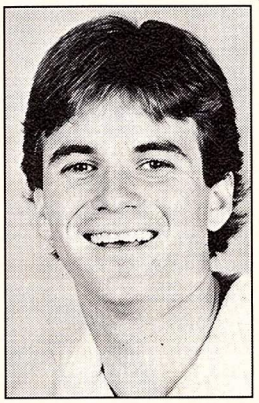

Rich Thorwaldson

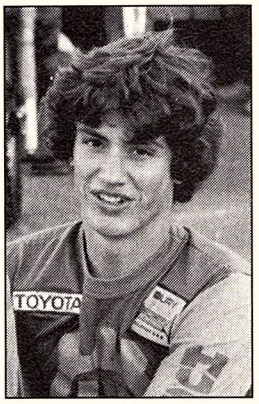

Ron Turner

YEARBOOK

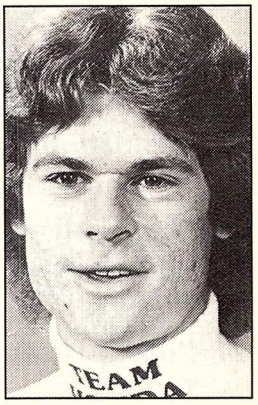

Danny LaPorte

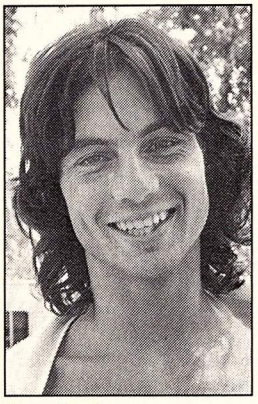

Billy Liles

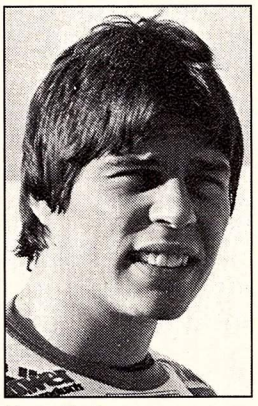

Tim Locey

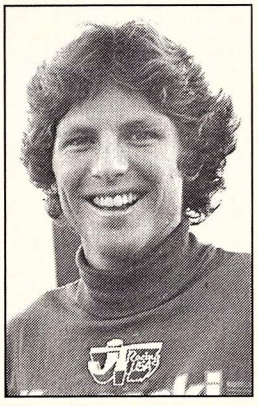


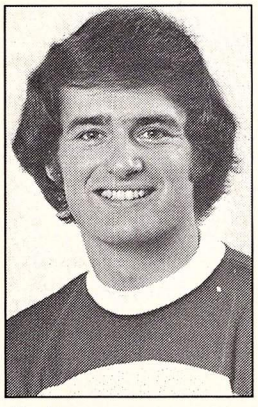
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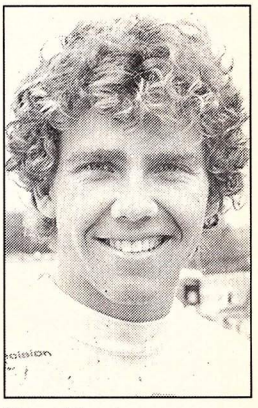

Steve Martin

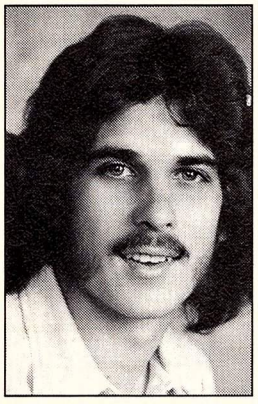

Gary Ogden


Ross Pederson


Kippy Pierce

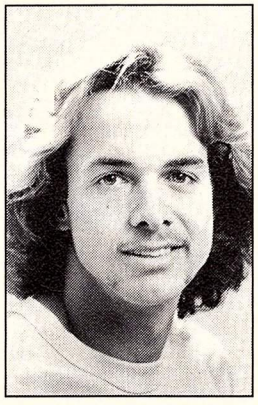

Jim Pomeroy

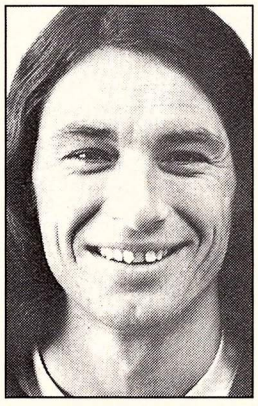

Steve Rhyan

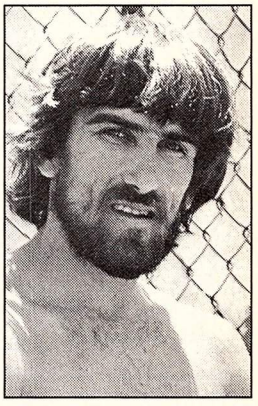

Carlos Serrano

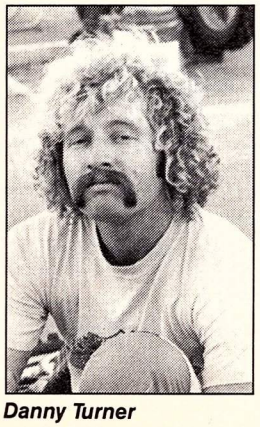


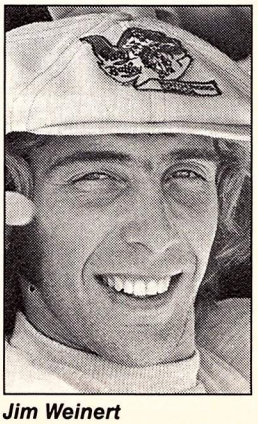
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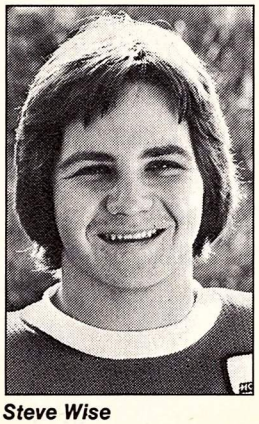

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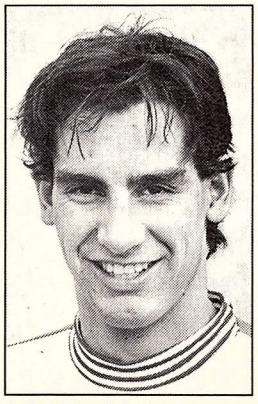

Steve Stackable

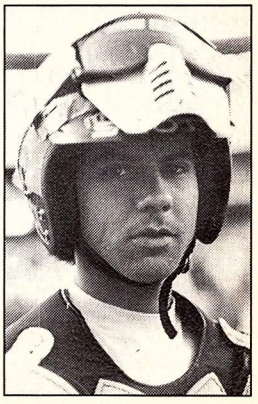

Rex Staten


Danny Turner


Jim Weinert


Steve Wise

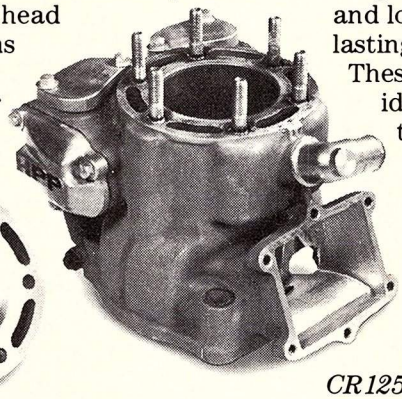

John Whelchel

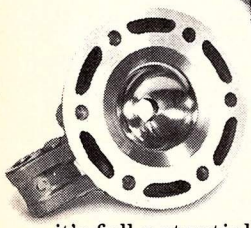

Larry Wosick

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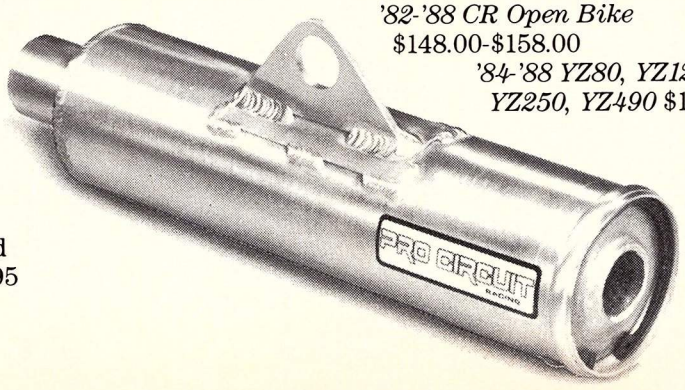




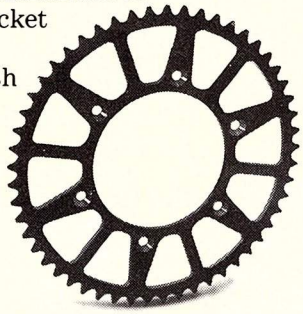
it's full potential! If you don't believe us just ask *Rick Johnson*, *Jeff Ward*, *George Holland* or *Jeff Stanton*. Cylinder Porting $165.00, head modifications required in most models $50.00

'88 pre-ported cylinders and heads now in stock. Call for more information.

'88 Works Style Silencers have been improved to decrease weight while increasing durability. It's a fact that a properly packed silencer maintains maximum power output while keeping noise to a minimum. Pro Circuit's unique design allows quick repacking by virtue of a large retaining sirclip that eliminates drilling pop-rivets. Available for all *'88 motocross bikes*, *1987 CR125*, *CR250*, *RM125*, and *YZ125* $59.95

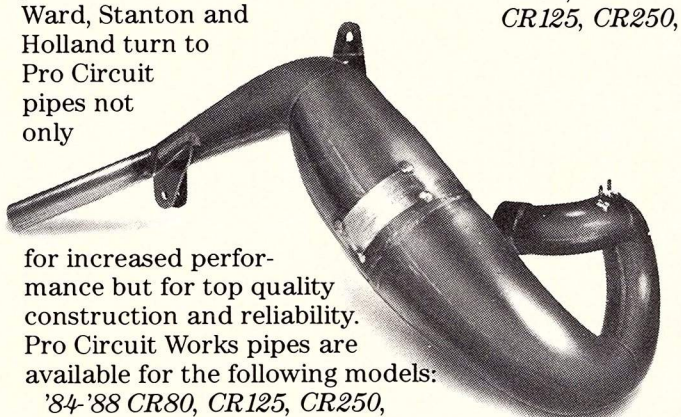


'88 Works Sprockets utilize a hard anodized 7075 aluminum to make a sprocket that is lightweight, stylish and long lasting. These are identical to the



sprockets Team Honda used to capture seven National Championships in the last two years. Available for *'85-'88 Honda CR125-500* and *'86-'88 CR80* $59.95

'88 Pro Circuit Works Pipes have been tested by the top National riders to increase the usable power output of your 1988 motor. Riders like Johnson, Ward, Stanton and Holland turn to Pro Circuit pipes not only



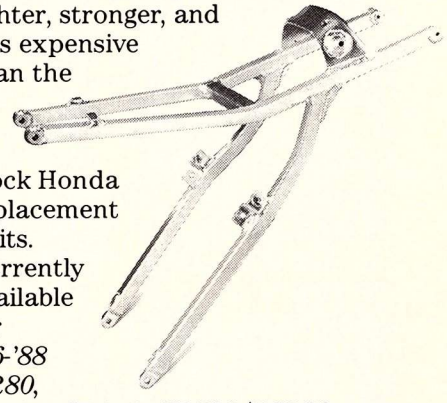
for increased performance but for top quality construction and reliability. Pro Circuit Works pipes are available for the following models:

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'88 Works Subframes aren't just a fashion trend! Not only are Pro Circuit's aluminum box section subframes good looking, they're also lighter, stronger, and less expensive than the



stock Honda replacement units. Currently available for *'86-'88 CR80*, *CR125*, *CR250*, *CR500* $168.00

'88 Works fashions let you stand out from the rest of the racing crowd. Our top quality cord hat features the new Pro Circuit logo



embroidered in bright fluorescent colors. Pro Circuit T-shirts display the traditional logo on both front and back.

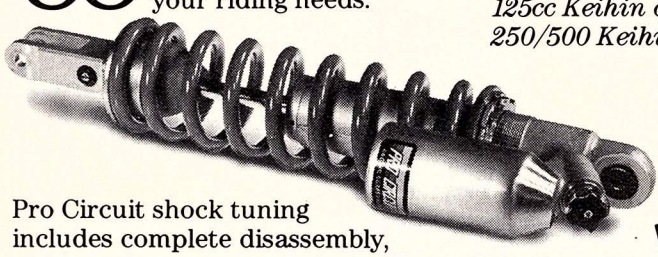


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'88 Works Suspension Tuning is custom tailored to suit your riding needs.



Pro Circuit shock tuning includes complete disassembly, cleaning and revalving. Using only the highest quality fluids, we bleed all the air from the system, repressurize it and set up the spring rate for your weight and classification. We can also improve your cartridge forks by modifying the valving, selecting proper spring rate, pre-load and oil height for your weight and ability.

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Optional rate fork springs	$ 49.95
Optional rate shock springs	$ 75.00 - $ 80.00

*Pro Circuit now offers valving updates to previously revalved Pro Circuit shocks at no charge when sent in for an oil change!

Also Available:

Twin Air Filters for all current motocross bikes	$15.95
T-Handle wrench kits, includes 8, 10, 12, 14, 17mm and phillips head T-Handles	$40.00

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Renthal crossbar pads	$9.95
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All prices subject to change without notice. All prices are plus shipping costs and Calif. sales tax if applicable. All orders will be shipped U.P.S. COD unless otherwise specified. Visa and Mastercard is accepted for pre-paid orders. Pro Circuit store hours: 9:00 a.m. to 6:00 p.m. Monday thru Friday, Saturday 10:00 a.m. to 4:00 p.m.

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'88 Prototype works pipe.

Pro Circuit would like to thank Larry Brooks, Jeff Hicks, Jeff Ward, Fred Andrews, Eric Kehoe, Keith Turpin, Jo Jo Keller, George Holland, Donnie Schmit, Rick Johnson, Mike Fisher, Rick Ryan and Jeff Stanton for their support. *These guys are real American Heroes!*

Dealer Inquiries Invited.

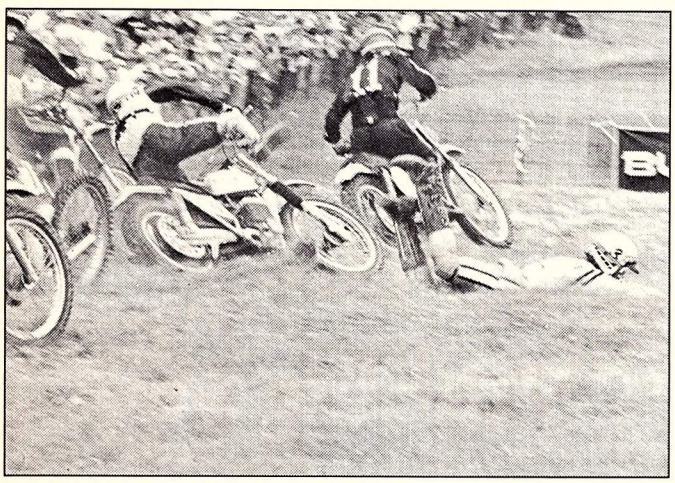
ANNIVERSARY SPECIAL

THE BEST CRASH & BURNS OF ALL TIME

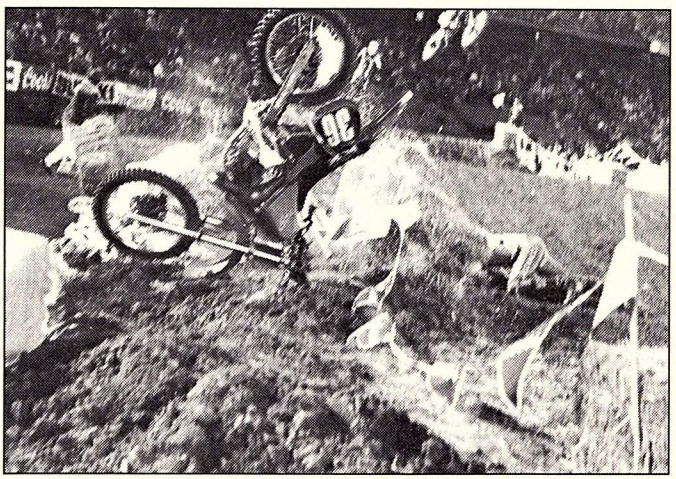
Even the best aren't immune

☐ One of the inherent elements of motocross is the bail, get-off, or crash. From the very first time a rider throws a leg over a bike, until the last time he hangs up his leathers, there exists the chance of crashing. Part of the thrill of the sport is advancing up the ladder of riding ability to where (hopefully) the number of wins increases, and the number of crashes decreases!

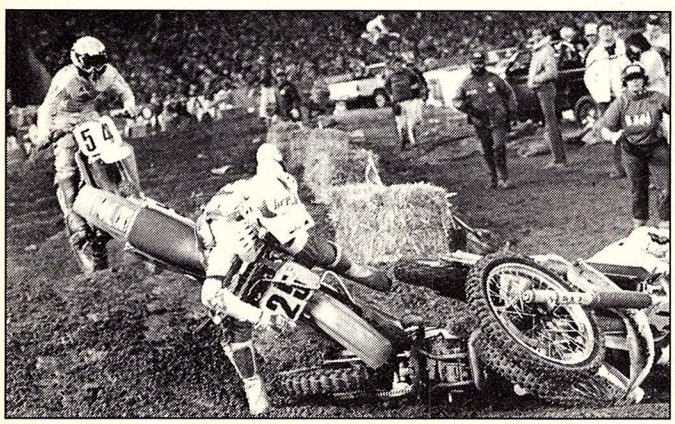
Even so, the best riders take soil samples now and then (right, Zap?). The *MXA* wrecking crew has an unfortunate affinity for the crash and burn lifestyle, so it was only natural that we present these classic crash and burns of some otherwise talented riders. But don't feel bad, hockey and football players do this on every play!



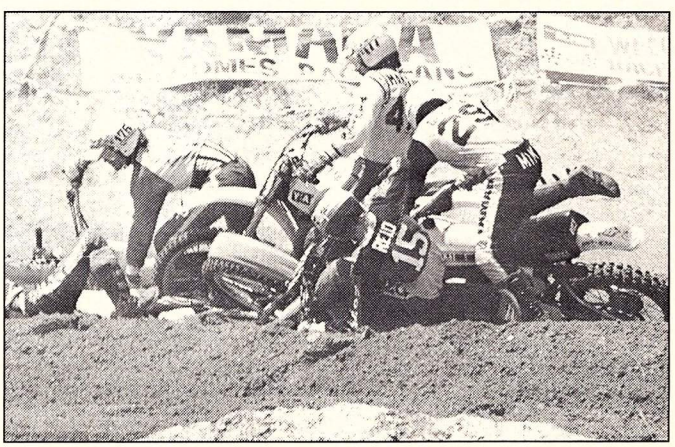
***Surf's up:** Body surfing is usually associated with the beach on a nice summer day, but Pierre Karsmakers thought the start of an Inter-Am race would be more fun. It must have taken Pierre months to remove the grass stains from his shirt.*



***The hay-bale bash:** Shredding hay bales at Supercross events is a common occurrence. Bader Manneh turns the practice into a fine art as he body slams the bale into little pieces of straw while his bike takes out 60 yards of banner.*



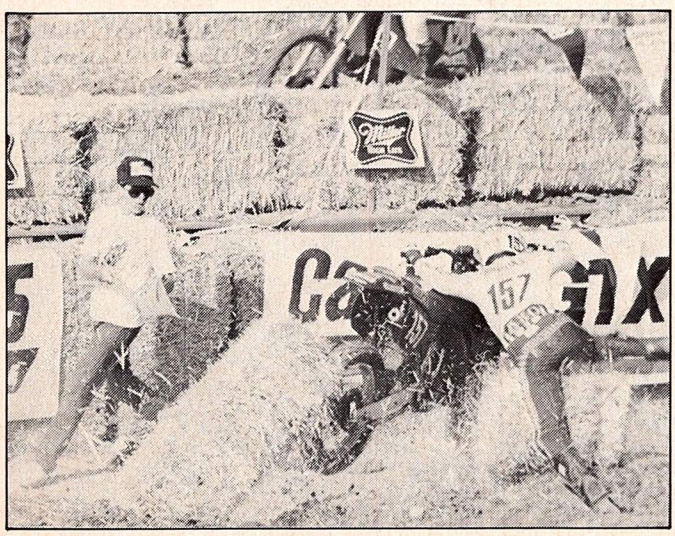
***Why he hates Supercross:** Bob Hannah refuses to race most Supercross events because he feels the promoters feature too many unsafe obstacles. Apparently, at Anaheim he forgot about the most dangerous of all obstacles, the "wana be" Pros who fall where they shouldn't.*



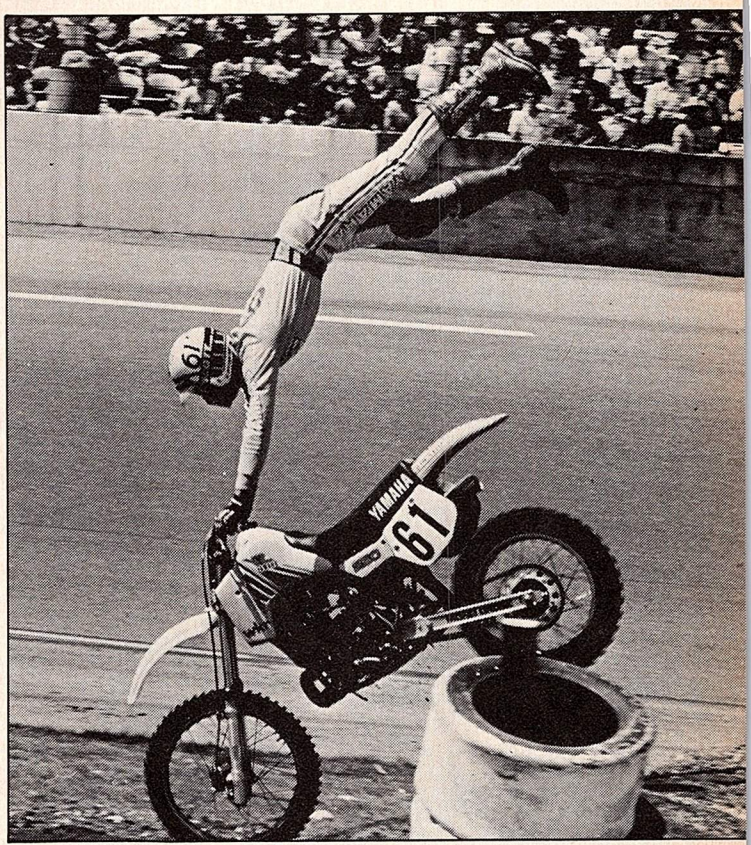
***Stinkin' three-digit riders:** Three digit riders are often the bane of factory riders, falling at the most inopportune times. Warren Reid(15) and Mike Guerra(29) try to extricate themselves from a typical tri-digit rider faux pas.*



Or did the front brake stick? The year 1982 was one of the first times that Yamaha put radiators on the front of its 125s. MXA recommends that you inspect for proper airflow before, not during, a race. Mike Beier should should've read MXA.



This guy is a test rider? Larry Brooks is one of the most polite racers we know. So why is he destroying hay bales and racing banners? We heard that the flagman owed him five bucks.



There's gotta be a better way: Uncomfortable riding attire can be very distracting to a rider. Mark Murphy didn't want to stop and shake that little rock out of his boot, so he did the next best thing—turned his boots upside down.



Scratch my back, please: Jeff Surwall was telling everyone within earshot that he needed a back rub to get motivated for this race. Jim Gibson came to the rescue a few laps into the race with this unique form of massage therapy.

CRASH & BURNS



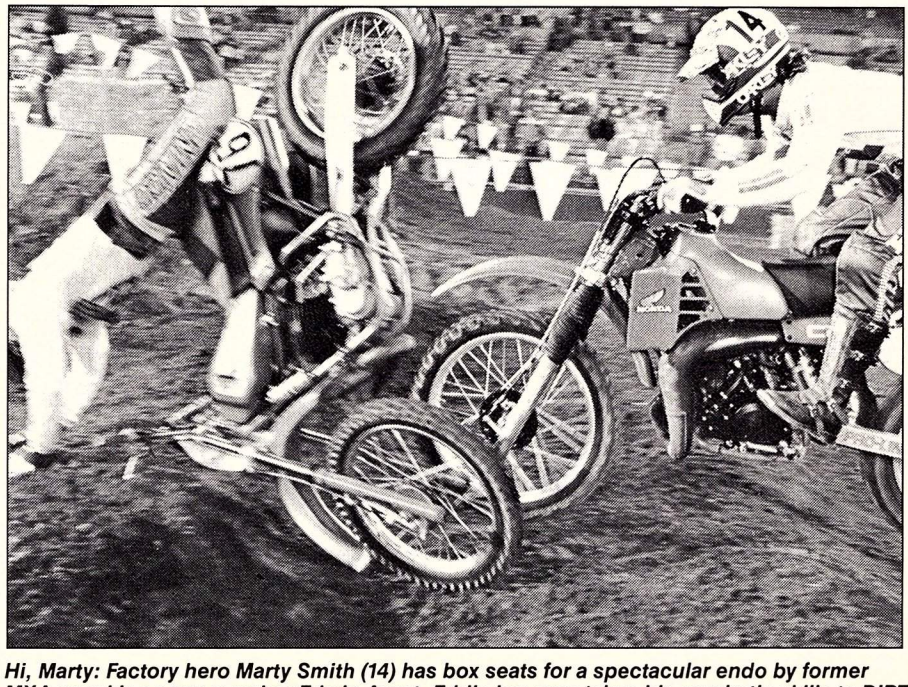
This isn't like me: Jeff Ward isn't known for wild or flashy riding, but at the 1985 250 USGP at Unadilla, New York, he gained that reputation for the day. Jeff had several of these stylish get-offs before he finally trashed himself and the bike and headed for the pits. Joe Satkowski



The faceplant: The faceplant is one of the most common poses for the hapless crash and burn rider. Ron Lechien demonstrates a slight variation, the faceplant handstand, and Rick Johnson stops to get a better look.



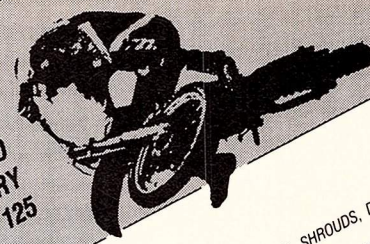
How not to corner: Most pros teach you to get off the brake and hit the gas a split second after entering the berm. Jim Gibson refused to accept defeat here, continuing to throttle even as his chin creates a new inside line through this corner.
Paul Buckley



Hi, Marty: Factory hero Marty Smith (14) has box seats for a spectacular endo by former MXA wrecking crew member Edwin Arnet. Eddie has now taken his acrobatic skills to DIRT BIKE and frequently horrifies the desert and enduro crowds. □

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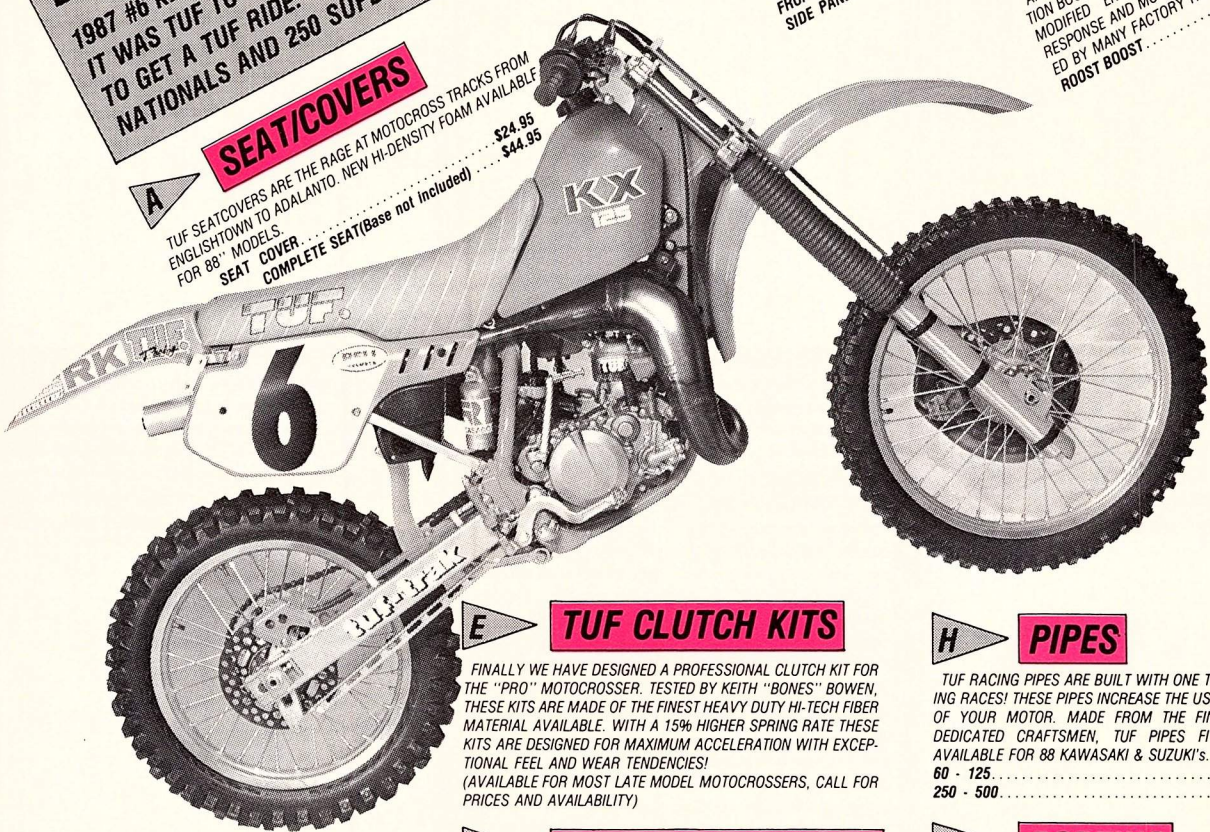
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ANNIVERSARY SPECIAL

SIBLING RIVALRY: FAMOUS BROTHER ACTS

My brother can beat your brother

☐ One of the best aspects of the sport of motocross is its emphasis on the family. It is a sport that allows the entire family to get together and work for a sense of honor. Honor which can be shared by the mom who makes the lunch, keeps the riding gear cleaned and worries the most; the dad who acts as the coach, giving signals on the track and keeping the bikes together; and lastly, the kids themselves who put everything on the line to make the hard work pay off. For each of us who grew up in this atmosphere, we cherish the time spent together and respect the effort put out by each member of the family.

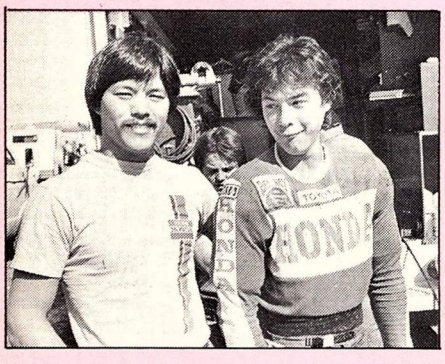
Now multiply all that by two. As if it weren't hard enough to keep one kid racing, there are many families out there who have to work doubly hard to fulfill the dreams of two or more kids. Famous brother racers are few and far between, but the sport has definitely benefitted from their existence.



More than brothers: Tony (139) and Pete (138) Wanket were probably the fastest twins ever to race motocross. The Yamaha support riders were famous for earning successive AMA National numbers.

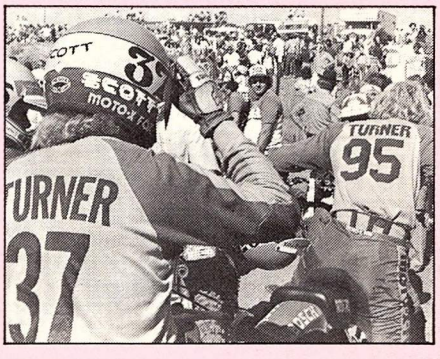


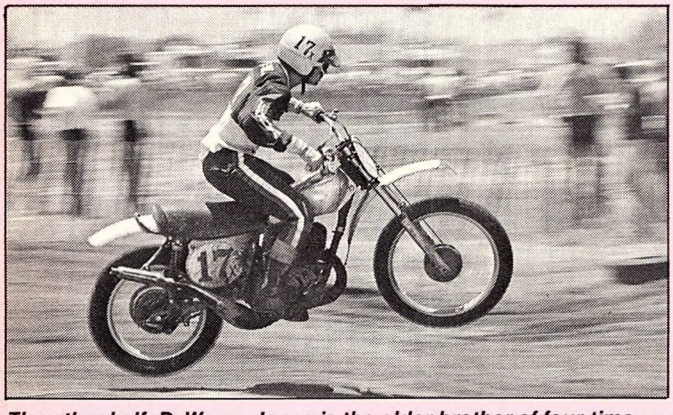
Team effort: When Suzuki signed Eric Geboers in 1982, he brought along his older brother Sylvain, who raced the GPs for the Suzuki factory in the '70s, as his mechanic. When Honda hired Eric, Sylvain went along, too. He helped Eric add a 250 World Championship to his two 125 titles.



Don't be fooled: There were a lot of brother teams that made it big in racing motocross, but Danny (37) and Jim (95) Turner were not related. While Danny plied his trade in America, Jim was winning the Canadian National Championships. They teamed up with Moto-X Fox and fooled everybody. ►

◄ The rising sons: Chuck (left) and Ron Sun must've made their parents very proud. Both of them started their careers as hard-working privateers before garnering factory rides with Team Honda. Chuck's hard work paid off with the 1980 500 National Championship.





The other half: DeWayne Jones is the older brother of four-time 250 National Champion Gary. Though he never made headlines like his younger sibling, DeWayne was just as much a pioneer in American motocross.



The sand brothers: The Karsmakers brothers were from Holland, but Pierre (1) made a name for himself in America. His younger brother Fran (13) rode here occasionally in the Trans-Am series, but the third brother, Toon, stayed in Europe.

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OCTANE BOOSTER	$ 4.95
TRANS FLUID	$ 4.95
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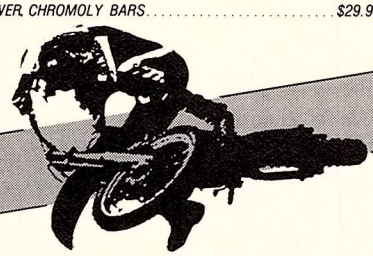
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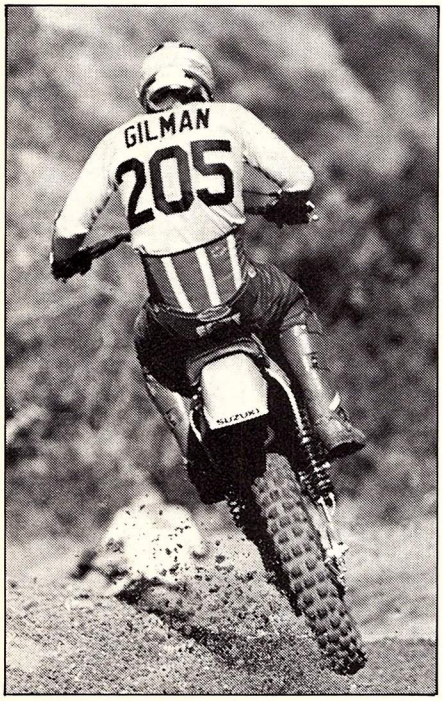
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BROTHERS



A decade apart: Factory Suzuki rider Scott Gilman was the king of Saddleback almost ten years after his older brother Mike raced the Nationals. Mike was famous for being sponsored by the U.S. Navy.



Covering two generations: Frank Stacy was a top privateer in the early '70s and has put his years of experience to use working for Dunlop tires. Frank has a little brother named Andy who is keeping the family name alive as National number 40 for 1988.



Sentimental favorites: For some reason the fans have always been intrigued with brothers that race. Mike and Phil Larson are famous in the Northwest for their long and illustrious careers.

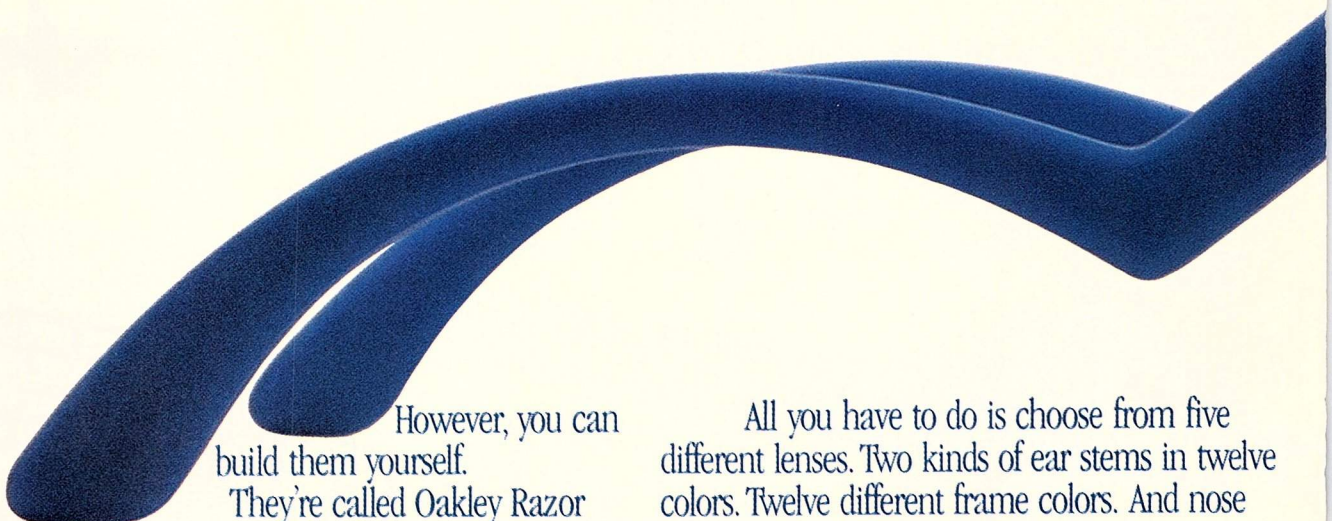


Into the '90s: At the ripe old age of 19, older brother Tyson is leading the way to motocross fame for the Vohland family after three years on the Nationals. This year, 1988, will mark the entry of 16-year-old Tallon on the National circuit.



The Michigan Mafia: For 1988 there will be two Bowen brothers racing the 125 Nationals. Keith (6) is moving down from the 250 Class, and his little brother Greg is moving up from the Amateur ranks.

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However, you can build them yourself.

They're called Oakley Razor Blades, designed so you can quickly and easily put together your own favorite combination of lenses, ear stems, frames and nose pieces.

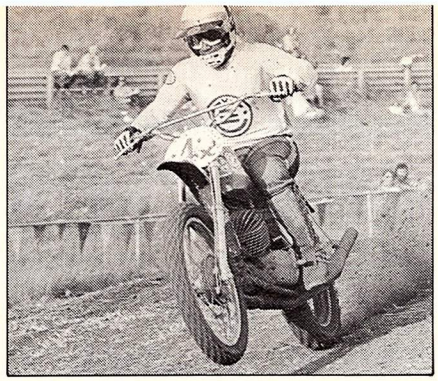
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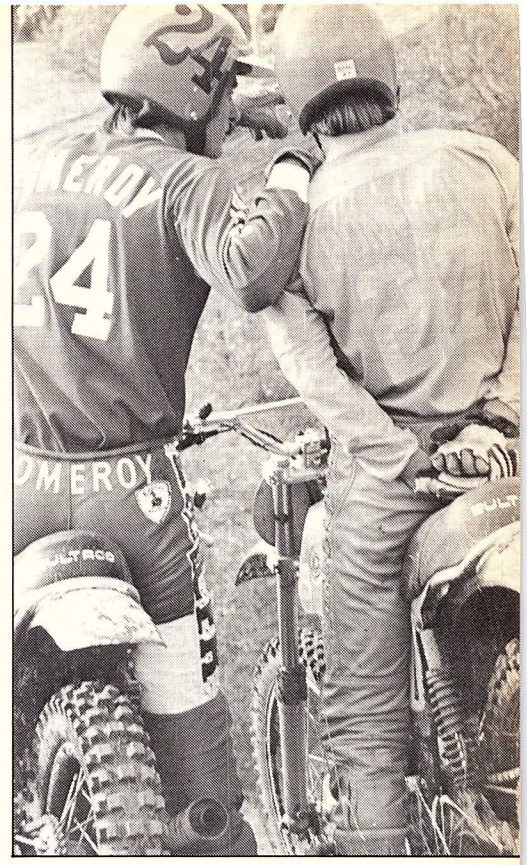
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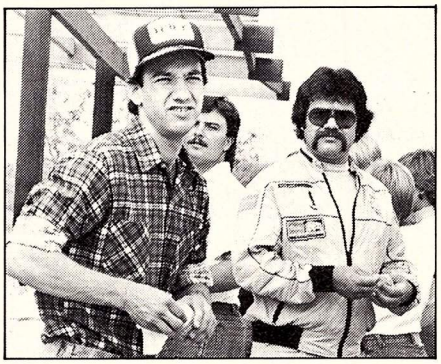
One of four: Kris Bigelow, along with his brothers Kip, Kurt and Kreg kept their parents busy as they dominated Midwestern races for years. Hailing from Michigan, Kris outdid his brothers by finishing fourth in the 1981 250 Nationals.



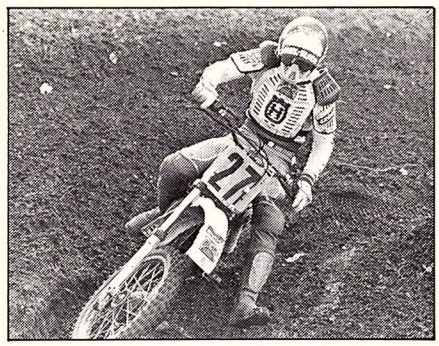
From the big island: Hawaii's John DeSoto was an American hero in the '70s and was known as the Ironman of motocross. His little brother Ron was also a top rider, but less abusive of his bikes.



Big and little Bimbo: Jim (24) and Ron Pomeroy were the most famous brothers ever to come from the Northwest. Like the Sun brothers, the Pomeroys spent years on European machinery before moving on to Honda rides. □

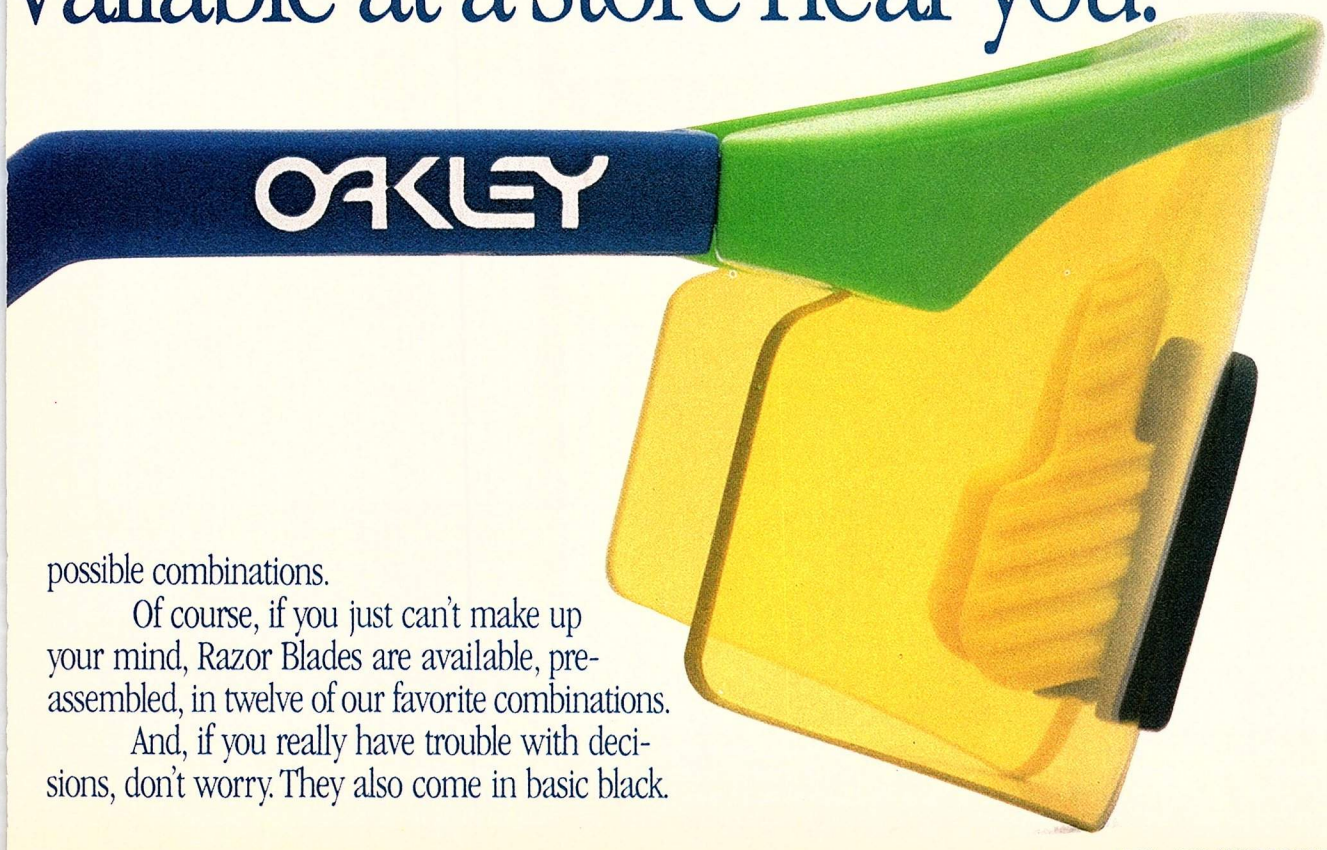


Big chief and little chief: Legendary Marty Tripes (right) and his little brother Mike (left) were one of Southern California's most famous racing brother acts. The two still occasionally race with their own inimitiable style—both on and off the track.



Sugarbear and Bob: Billy Grossi was one of America's most entertaining riders, with a flashy style that almost won him the 250 National Championship in 1975. His older brother Bob finished third in the series two years earlier.

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THE MOTOCROSS VERSION OF SPRING TRAINING



Crowd pleaser: After staying home for round one, Rick Johnson flew to Northern California to take in the second round. Rick put on a great show as he charged through the pack to finish second after a bad start in the first moto. Rick took the overall with a wire-to-wire win in moto two.



Start me up: The Golden State series is viewed as a warm-up to the National and Supercross season by the factory guns, but a full-on National by everyone else on the gate. For the "no names," success against the likes of Ward, Leisk and Glover can mean an increase in sponsorships and even factory support.

Warming up for the new season

By Todd Smith

☐ The Golden State Nationals has become the motocross version of spring training. The factories have come to regard the series as a way of preparing bikes and riders for the upcoming season. The top riders use the races as a way to get out the kinks after the long layoff from the past season, but they rarely ride the full series.

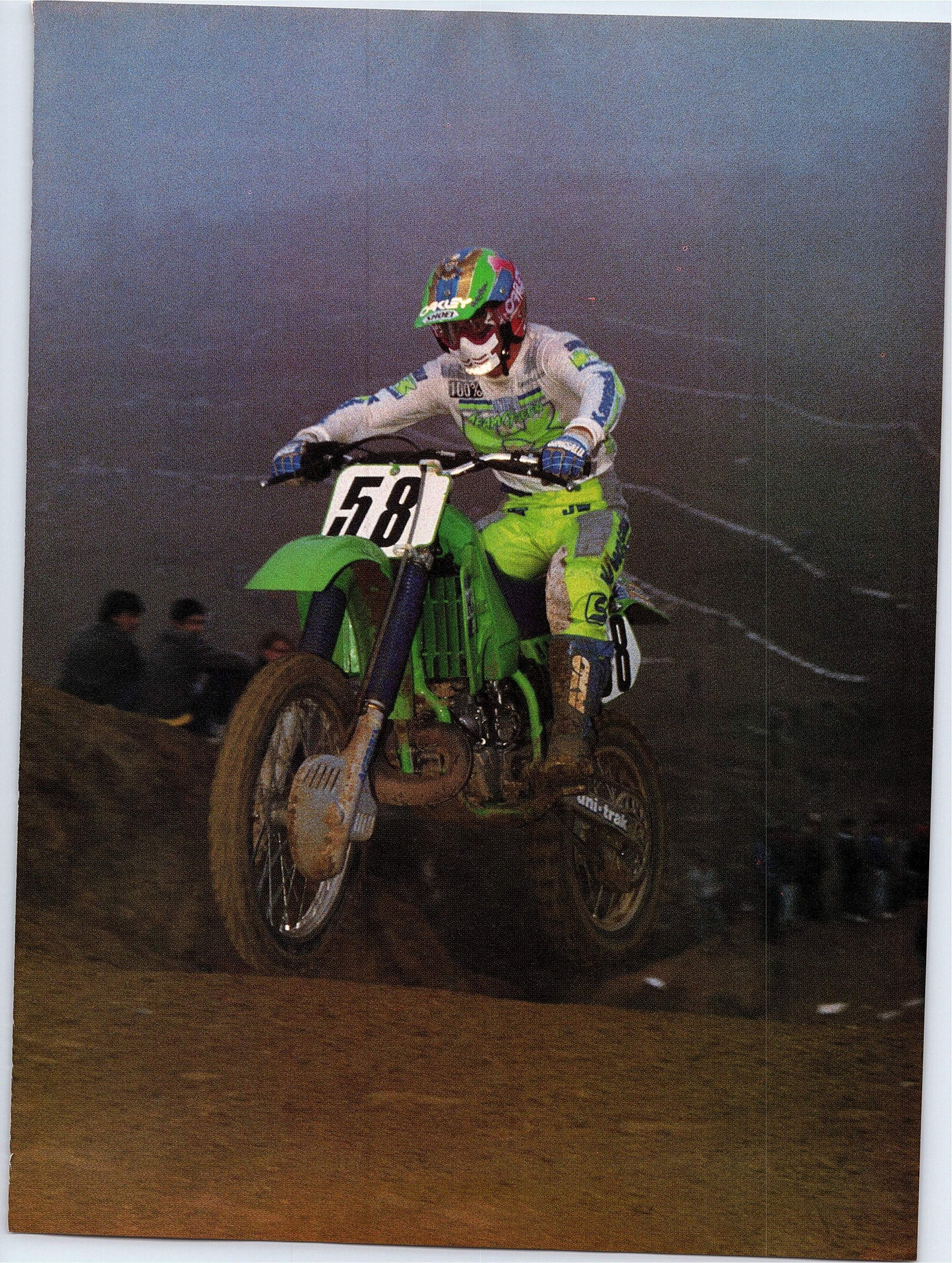
The Golden State Nationals are most important to the budding Pro rider who is looking to garner support for the new year. Winning the series often translates into a major increase in a rider's sponsorship and support. For the rest of the riders, it is a way to stay in shape and get in some competitive, National-caliber racing during the off-season.



Mike Van Camp

Look at me: Relative unknown Mike Kiedrowski made big waves by decimating the 125 Class in the opening round. He followed that with a solid second overall at round two in Livermore. Kiedrowski will be a name to remember and watch in 1988.

Attack: Jeff Ward's motto and plan of action for 1988 is to attack the competition. Jeff wants to regain the 250cc number one plate he held in 1985, and add the 500cc title to become the first champion to have won titles in all the National classes. ►


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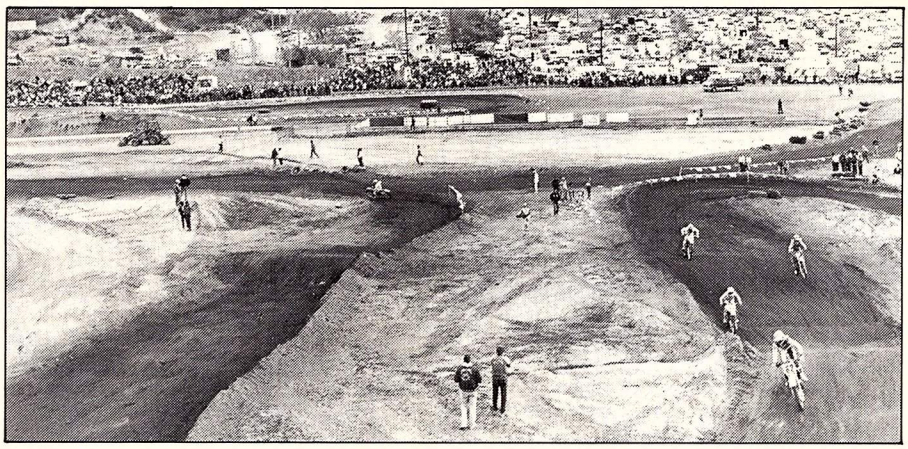
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GOLDEN STATE



Mike Van Camp

Standing room only: Since the closing of Saddleback Park, Southern Californians have gone through withdrawals over the lack of an outdoor National in their area. The Golden State races are the closest thing, and draw capacity crowds. Goat Breker (14), Doug O'Donnell (28) and Jeff Leisk (7) battle in the 500 Class to entertain the crowd.



Mike Van Camp

◄ Standing room only, part two: The large turnout of spectators proved there is a desire and a need for an outdoor National in Southern California. The Glen Helen track in San Bernardino is the perfect venue, but AMA politics and pettiness prevent that for 1988. Maybe next year.



World traveler: Rodney Smith may dress like a Euro, but he's an American. Rodney picked up Michele Rinaldi's Chesterfield Suzuki ride after taking three out of the four moto wins in Grand Prix action in South America. Rodney will campaign the full 250 GP circuit in 1988.

CLEAN UP YOUR ACT!

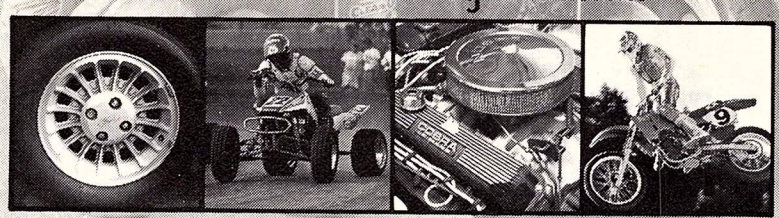


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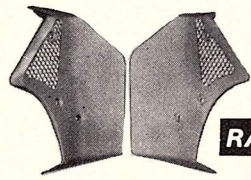
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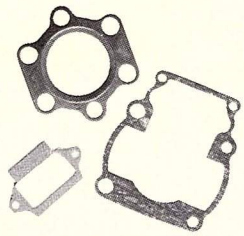
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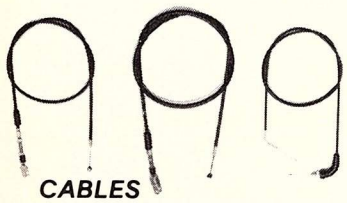
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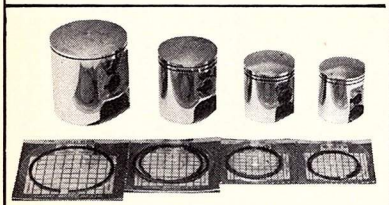
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PE 250 (all yrs)	56.95

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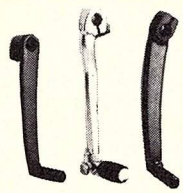
"LIGHTNING BOLT" STICKERS.
These ORIGINAL "LIGHTNING BOLT" stickers have ridden to more NATIONAL "WINS" than any other stickers in the history of MOTO-X.
GUARANTEED to make you go faster . . . . . $3.95 pr.



HANDLE BARS

MAC "SUZUKI WORKS." Same as FACTORY RIDERS use. 4130 chromoly. GOLD, RED, YELLOW, BLUE.

RM'S AND PE'S (all yrs) $26.95

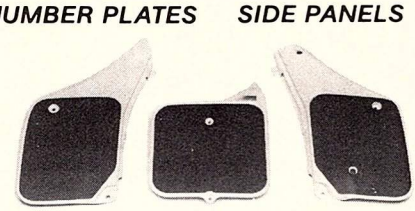


SHIFT LEVERS

GENUINE SUZUKI replacement levers.

RM 80 (all yrs)	$13.95
RM 100/125 (1976-80)	15.35
RM 125 (1981-88)	23.25
RM 250/370/400 (1976-83)	14.85
RM 250 (1984-88)	23.25
PE 175/250/400 (all yrs)	14.85

NUMBER PLATES SIDE PANELS



ORIGINAL EQUIPMENT. Designed to fit each year and model. BOLTS RIGHT ON. GENUINE SUZULI.

FRONT NUMBER PLATE

RM 80/100/125/250 (all yrs)	$12.95
RM 370/400/465/500 (all yrs)	13.95
PE 175/250/400 (all yrs)	12.95

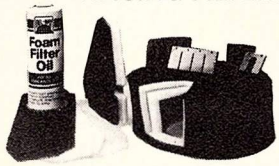
SIDE PANELS

RM 80 (all yrs)	$19.95 ea.
RM 100/125/250/370/400 (1975-78)	19.95 ea.
RM 100/125/250/400/465 (1979-85)	24.30 ea.
RM 125/250 (1986-88)	20.95 ea.
PE 175/250/400 (all yrs)	21.95 ea.

Please indicate right or left panel

New

MAC's PHASE III RACING FILTERS.



NEW IMPROVED dual stage foam air RACING filters, specially designed for RM'S & PE'S.

- Hi air flow • Superior dirt stopping ability.
- Proven effective in NATIONAL & INTER-NATIONAL MOTO-CROSS RACING.

MORE FLOW = MORE POWER

RM 80 (all yrs) (special cage)	$14.95
RM 100/125/250/370/400 (1978-80)	12.95
RM 125/250/465/500 (1981-83)	11.95
RM 125/250 (1984-88)	14.95
PE 175/250/400 (all yrs)	12.95
BEL-RAY FOAM AIR FILTER OIL	2.95

BOYSEN DUAL STAGE RACING REEDS

BOLT ON HORSEPOWER

RM 80 (all yrs)	$10.95
RM 100/125 (1976-81)	12.95
RM 125 (1982-83) & (1987-88)	25.95
RM 125 (1984-86)	12.95
RM 370/400 (all yrs)	13.95
RM 250/465/500 (1981-88)	29.95
PE 175/250/400 (all yrs)	13.95

SEAT COVERS



MAC. SEAT COVERS

Finest quality, fits your RM exactly.
RM'S (all yrs) $18.95

MAC. SAFETY SEAT KIT

Consists of foam seat structure & seat cover.
RM 125/250/465/500 (1981-88) . $39.95
Covers available in blue or black.

MAC TANK COVERS,



protects your bike's good looks with a skin tight fit.
RM 80/125/250/465/500 (1981-86) $19.95

CRANK MAIN BEARING AND SEAL KIT



GENUINE SUZUKI FACTORY PARTS.
Consists of two Suzuki's NEW IMPROVED main bearings, two crank seals and "O" ring when indicated.

RM 80 (all yrs)	$29.50
RM 100/125/250 (all yrs)	34.25
RM 370/400/465 (all yrs)	42.95
PE 175/250 (all yrs)	34.25
PE 400 (all yrs)	42.95

CYLINDERS GENUINE SUZUKI

RM 80 (1976-87)	$131.40
RM 100 (all yrs)	152.10
RM 125 (1975-80)	182.75
RM 125 (1981-86)	150.10
RM 125 (1987)	173.95
RM 250 (1976-81)	209.75
RM 250 (1982-87)	182.65
RM 465/500 (1981-84)	245.95
PE 175 (all yrs)	192.50
PE 250/400 (all yrs)	239.95

GASKET SETS GENUINE SUZUKI

Complete set of FACTORY gaskets to rebuild your cycle.

RM 80/100 (1976-82)	$13.95
RM 80 (1983-88)	17.95
RM 125 (1975-80)	14.85
RM 125 (1981-85)	19.35
RM 125 (1986)	23.95
RM 125 (1987-88)	29.95
RM 250/370/400 (1976-85)	17.45
RM 250 (1986-88)	25.70
PE 175/250 (all yrs)	17.95
PE 400 (all yrs)	19.95

CLYMER SERVICE MANUALS

Over 180 pages of photos, drawings, charts, info on how to repair, service and maintain your dirt bike.

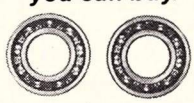
RM SERIES (1975-81) TWIN SHOCK	$13.95
RM SERIES (1981-84) RM 125 thru RM 500 SINGLE SHOCK	$13.95
PE 175/250/400 (1977-80)	13.95

KICK START LEVERS GENUINE SUZUKI

RM 80 (all yrs)	$23.50
RM 100/125 (all yrs)	39.95
RM 250/370/400 (all yrs)	41.95
PE 175/250/400 (all yrs)	41.95

WHEEL BEARING KIT

The best FACTORY bearings you can buy.



FRONT

RM 80/100 (1976-83)	$11.65 pr.
RM 80 (1984-88)	16.70 pr.
RM 125/250/370/400 (1975-83)	14.95 pr.
RM 125/250 (1984)	20.25 pr.
RM 125/250 (1985-88)	14.95 pr.
PE 175/250/400 (all yrs)	14.95 pr.

REAR

RM 80/100 (all yrs)	$15.80 pr.
RM 125 (all yrs)	14.95 pr.
RM 250/370/400 (1976-78)	20.25 pr.
RM 250/400 (1979-83)	14.95 pr.
RM 250 (1984-88)	19.95 pr.
PE 175 (all yrs)	16.95 pr.
PE 250/400 (all yrs)	19.95 pr.

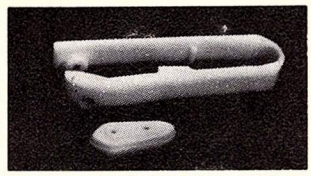
STATOR PLATE ASSEMBLY



GENUINE SUZUKI FACTORY ASSY.

RM 80 (all yrs)	$ 82.95
RM 100 (all yrs)	113.70
RM 125/370/400 (1976-78)	127.25
RM 125 (1979-88)	99.95
RM 250 (1976-81)	94.35
RM 250 (1982-86)	88.70
RM 250 (1987-88)	105.95
PE 175/250/400 (all yrs)	94.35

CHAIN BUFFER SET

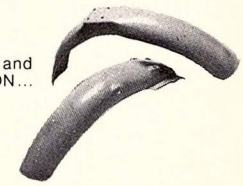


Set consists of swing arm buffer and lower chain guide roller. The design may vary from the picture, depending on year and model.

RM 80 (all yrs)	$13.95
RM 100 (all yrs)	19.50
RM 125/250/370/400 (1976-79)	11.95
RM 125/250/400 (1980-88)	19.50
PE 175/250/400 (all yrs)	18.85

FENDERS

ORIGINAL...STOCK. Fit perfectly for each year and model. NO DRILLING HOLES. BOLTS RIGHT ON... TEAM SUZUKI COLOR.



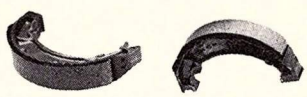
FRONT

RM 80 (1979-88)	$29.95
RM 100/125/250 (1976-79)	41.59
RM 100/125/250 (1980-88)	37.75
RM 370/400 (all yrs)	41.59
PE 175/250/400 (all yrs)	41.59

REAR

RM 80 (1980-88)	$26.50
RM 125/250 (1981-88)	33.50
RM 100/370/400 (all yrs)	45.10
RM 465/500 (1981-84)	33.50
PE 175/250/400 (1981-84)	40.60

BRAKE SHOES



GENUINE SUZUKI...same as used by the FACTORY TEAM. You can't buy any better.

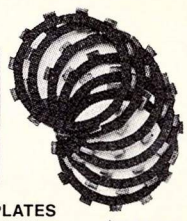
FRONT

RM 80/100 (1976/85)	$10.25 pr.
RM 125 (1975-84)	12.75 pr.
RM 250 (1976-82)	15.70 pr.
RM 250 (1983-84)	12.75 pr.
RM 370/400 (1976-78)	12.75 pr.
RM 400/465/500 (1979-84)	15.50 pr.
PE 175/250/400 (all yrs)	15.50 pr.

REAR

RM 80 (all yrs)	10.75 pr.
RM 100/125 (all yrs)	12.80 pr.
RM 250 (1976-80)	15.55 pr.
RM 250/465/500 (1981-86)	12.80 pr.
RM 370/400 (1976-80)	17.25 pr.
PE 175/250/400 (all yrs)	15.55 pr.

SUZUKI CLUTCH PLATES



FIBER DRIVE PLATES

RM 80/100/125 (all yrs)	$5.95 ea.
RM 250/370/400/465/500 (all yrs)	7.90 ea.
PE 175/250/400 (all yrs)	7.90 ea.

STEEL DRIVEN PLATES

Replace your stock aluminum driven plates with SUZUKI STEEL OPTIONAL ones. Gain MORE POWER. They grab harder and last much longer. The way to go for AGGRESSIVE RIDERS.

RM 100/125 (all yrs)	$5.95 ea.

SPROCKETS...CHAIN



BLACK LIGHTNING

RACING SPROCKETS

REVOLUTIONARY (NEW) engineering development from MAC. Sprockets for serious off road competition.

COUNTERSHAFT. Made from top grade steel, case hardened, over 60 Rockwell.

RM 80/100/125/250 (all yrs)	$ 9.95
RM 370/400/465/500 (all yrs)	10.95
PE 175/250/400 (all yrs)	11.95

REAR

BLACK LIGHTNING:

ORIGINAL. Hardened alloy, light wt., bullet proof, wears twice as long as any sprocket on the market today.

RM 80 (all yrs)	$29.95
RM 100/125/250 (all yrs)	32.95
RM 370/400/465/500 (all yrs)	35.95
PE 175/250/400 (all yrs)	33.95

BLACK LIGHTNING:

"NEW GROOVE", WORLD'S BEST GROOVED "SELF CLEANING" REAR SPROCKET.

You've seen the rest, now try the BEST • exceptional strength • grooved to shed mud • hardened alloy • light wt. longer lasting.

RM 80 (1981-88)	$32.95
RM 125/250 (1980-88)	35.95

CHAIN

D.I.D. HI-SPEED CHAIN. Pre-stressed, special heat treated for hardness.

THE WINNERS CHOICE

RM 80 (all yrs)	$22.95
RM 100/125 (1975-79)	26.95

DIAMOND CHAIN. As hard as its name, the chain used by racers demanding the best.

RM 125/250 (1980-88)	$35.95
RM 370/400/465/500 (all yrs)	36.95
PE 175/250/400 (all yrs)	35.95

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GOLDEN STATE

RESULTS: ROUND ONE
GOLDEN STATE SERIES
San Bernardino, CA

125 PRO		
1. Mike Kiedrowski	Yam	
2. Mike Healey	Cag	
3. Rodney Smith	Suz	
4. Mike Pascarella	Kaw	
5. Rick Ryan	Hon	
250 PRO		
1. Jeff Ward	Kaw	
2. Broc Glover	Yam	
3. Ron Lechien	Kaw	
4. Shaun Kalos	Yam	
5. Jeff Leisk	Hon	
500 PRO		
1. Jeff Leisk	Hon	
2. Tommy Watts	Kaw	
3. Goat Breker	Hon	
4. Gordon Ward	Kaw	
5. Jerome Heiberger	KTM	
VET PRO		
1. Ken Zahrt	Hon	
2. Larry Roeseler	Kaw	
3. Mike Preston	Kaw	
4. Ron Turner	Yam	
5. Bill Jamerson	Hon	
80 EXPERT		
1. Buddy Antunez	Suz	
2. Dustin Evans	Kaw	
3. Joel Albrecht	Kaw	
4. Tom Clowers	Kaw	
5. Butch Smith	Suz	

RESULTS: ROUND TWO
GOLDEN STATE SERIES
Livermore, CA

125 PRO		
1. Rick Ryan	Hon	
2. Mike Kiedrowski	Kaw	
3. Donny Schmit	Suz	
4. Larry Brooks	Kaw	
5. Paul Winn	Suz	
250 PRO		
1. Rick Johnson	Hon	
2. Ron Lechien	Kaw	
3. Jeff Leisk	Hon	
4. Mike Fisher	Kaw	
5. Rodney Smith	Suz	
500 PRO		
1. Goat Breker	Hon	
2. Tommy Watts	Kaw	
3. Kelly Andris	Yam	
4. Eric McKenna	Hon	
5. Tim McClintock	Hon	
VET PRO		
1. Mike Preston	Kaw	
2. Ron Turner	Yam	
3. Larry Roeseler	Kaw	
4. Bill Jamerson	Hon	
5. Dave White	Hon	
80 EXPERT		
1. Butch Smith	Suz	
2. Buddy Antunez	Suz	
3. Joel Albrecht	Kaw	
4. Tommy Clowers	Kaw	
5. Dana Wiggins	Suz	

WHY I SHOWED UP

JEFF WARD'S WARM-UP

• ***MXA:*** *Jeff, how important is the Golden State series to you?*

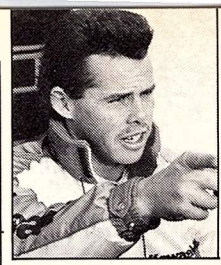
Jeff: It is important as a way of warming up for the upcoming season. It is a way to work the bugs out of the bikes and my body. Right now I'm not riding the way I'd like to. I'm very stiff. I somehow pinched a nerve in my shoulder, so after a few laps, my arm goes numb. This is a good way to work it out, or to find out how it will affect my riding. Besides, you can practice all you want, but there is nothing like racing and going race speeds.

MXA: *How much bike testing are you doing during the series?*

Jeff: Our bike testing is done. Right now I'm running the stock practice bike that I've had since October of 1987. We should be getting our race bikes soon. As far as testing goes, though; it is all set.

MXA: *Will you race the whole series then?*

Jeff: I think so, except for maybe the last race. I think the Superbowl is on that last weekend. If it is, I'll stay home and watch it. Unless there is a bonus for winning the series (laughs), then I'd race. If I won the series, at least next year I could wear number one, instead of a spodey 58 (laughs). We shall see. •



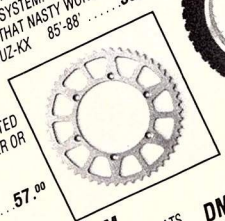
Sports fan: Jeff Ward snagged the overall win in round one without winning a moto.



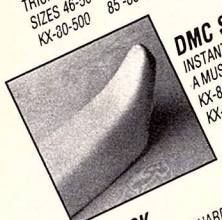
The prognosticator: Former factory star Goat Breker came out of retirement to race the series on a bet. After a two-year layoff, Goat copped a third overall behind youngsters Jeff Leisk and Tommy Watts. After the race he vowed to win round two, and did. □



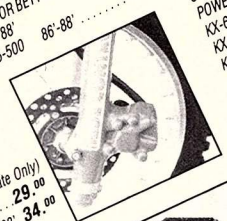
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HOW MUCH EXPERIENCE DOES DAVE MILLER HAVE WITH 2-STROKE TUNED EXHAUST? WELL IN 1969 2 WORLD CHAMPIONSHIPS WERE WON WITH DAVE MILLER PIPES! ALL DMC KX PIPES ARE HAND BUILT USING THE LATEST METHODS AND QUALITY MATERIALS. USEABLE POWER RANGES ARE INCREASED BOTTOM TO TOP ON ALL MODELS!
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A NEW DEPARTMENT AT DMC JUST FOR KX SUSPENSION! FULL REVALVING AVAILABLE FOR ALL KX FORKS AND SHOCKS. SPECIAL SETTINGS AND ANODIZING AVAILABLE.
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KX-60 SWING ARM (+ 25 MM LENGTH) 225.00
KX-80 86'-88' SHOCK MOD 175.00
FORK MOD 125.00
KX-125-500 86'-88' SHOCK MOD 175.00
TCV FORK MOD 125.00
CARTRIGE FORK MOD 125.00
INSPECT AND RE-OIL 55.00

DMC "DAVE GLO-ORANGE" SEAT COVERS 35.00
KX60-500 85'-88'

DMC PLASTIC ..... CALL FOR PRICE AND APPLICATION
DMC DESIGNED AIR BOX COVERS, RADIATOR SCOOPS FOR SELECTED KX MODELS AVAILABLE.

DMC PULL RODS 75.00
FOR USE ON 87' 125-500 KX'S TO IMPROVE REAR FENDER CLEARANCE AND QUICKEN STEERING RATIO
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DMC REED STOPS 39.00
SPECIAL CONTOUR AND DESIGN ALLOWS YOU TO USE STD FACTORY REED PETALS WITHOUT CHIPPING!
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KX-125 85'-88' 10.00

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T-SHIRT 100% COTTON S M L XL
CORD HAT



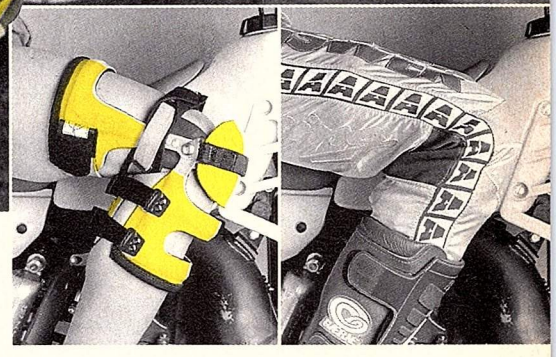
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SIZES 26-36 ..... 140.00
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Johnny O'Mara
Consultant, One Stop Brace Shop/
Ortho Tech Performer® Knee Braces

PHOTO: VERN ALARY



THE PERFORMER® KNEE BRACE

Superior "ZVS" Fit

Unlike other braces I've tried, the *Performer®* doesn't slip. "ZVS" (Zero Vertical Slippage), is achieved through a precise, custom fit. Each brace is built to a cast mold taken from your leg. Combined with snugly fitted pads, calf plate and non-skid inside lining, we've eliminated vertical slippage.

Stronger Construction With More Protection

A continuous one piece frame provides excellent protection. It's the best design I've seen to prevent injuries caused by twisting of the knee.

The use of bullet-proof materials like aircraft aluminum, Kevlar and graphite provides strength, rigidity and ability to protect your knees from punishing impacts.



- *Extremely lightweight*
- *Available in choice of colors.*
- *The Patella cup replaces the need for knee/shin guards.*
- *Streamlined to fit comfortably under leathers.*

ORTHO TECH™

Injury Prevention

Using the *Performer®* to prevent painful knee injury from occuring in the first place is sound advice. Investing in a pair is well worth it, I recommend all riders use them.

Covered By Most Insurance Plans

Most insurance plans will cover 80% of the cost of a brace. With this convenient insurance billing most anyone can afford the finest knee protection available—*The Performer®*.

—Johnny O'Mara

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Closed cell foam padding on internal wall and behind front plate.
Anatomically designed ankle for proper support.
100% leather 5mm thick inner sole with steel shank for greater support.
Triple stitched and bonded replaceable sole.
Specially designed MX sole for easy maneuvering in corners or while sliding.
GROUNDCO

Internal speed lacing for snug ankle fit.

Velcro® calf closures for adjustability, specifically for knee brace wearers.

Dual density injection molded front plate to ward off roosts, rocks, and debris.



Gaerne ETX sizes 6-13 . . . . . $169.95
Gaerne Pro sizes 1-13 . . . . . $149.95

Lower double buckle closure for proper ankle support.

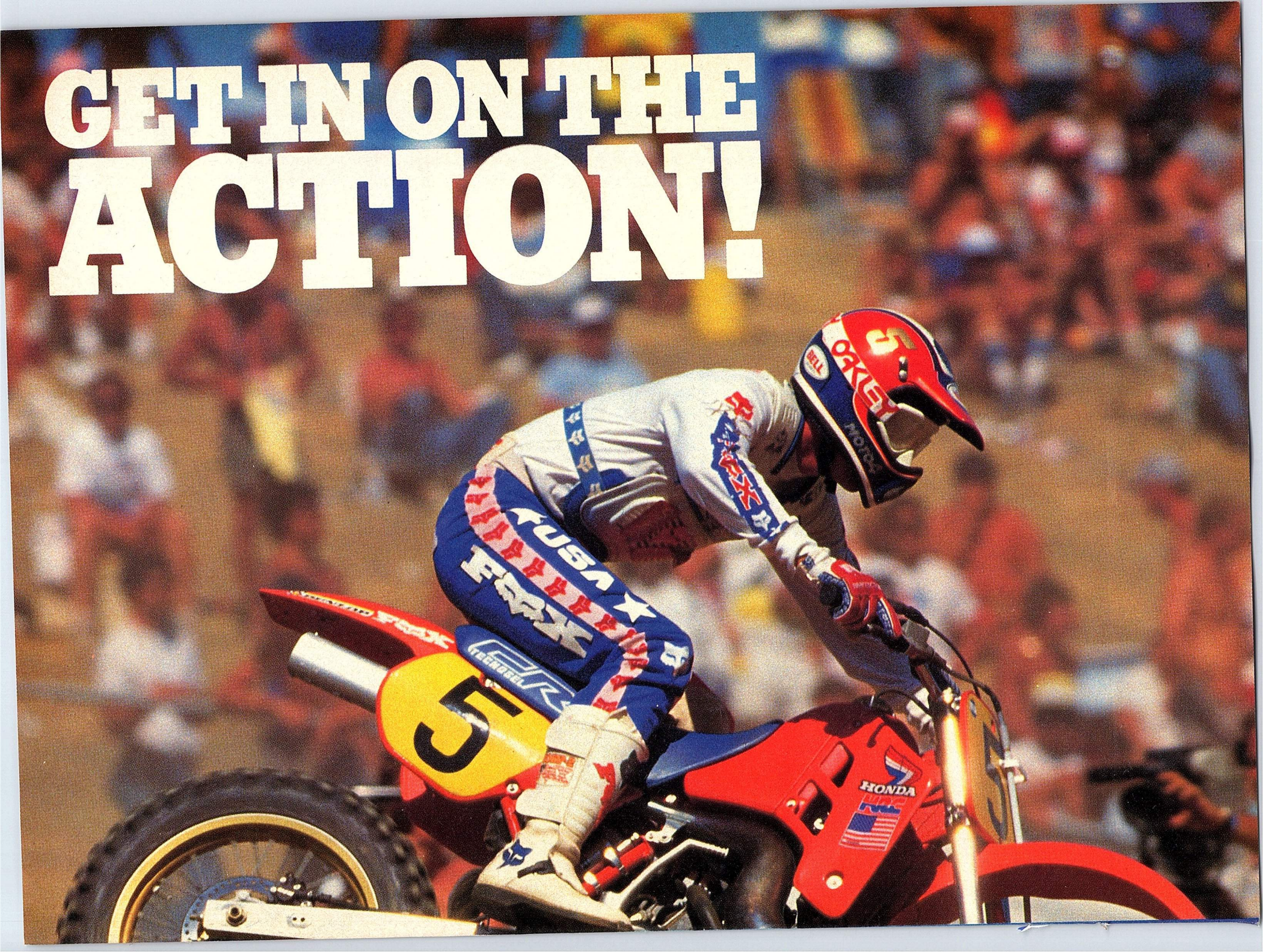
Gaerne ETX performance boots are handcrafted in Italy specifically to provide protection and support under racing conditions.

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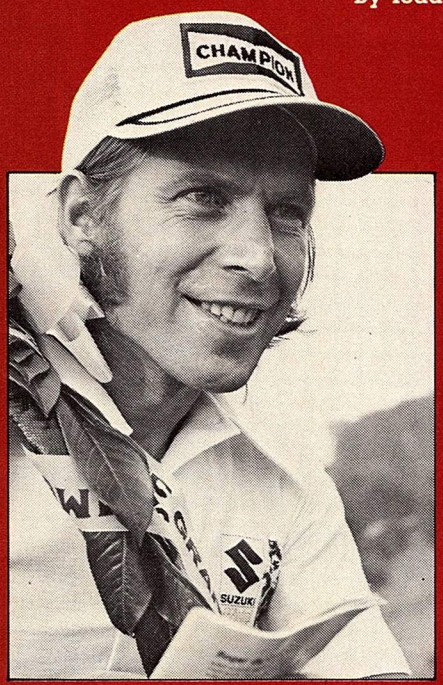
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TALKING TO THE MAN

ROGER: THE MAN & THE MYTH

Who is the most respected man in America & why is he Belgian?

By Todd Smith



On his first trip to America: "We got $230 for each race. That had to cover all the expenses, the hotels and meals and such. We would stay five to a room and flip coins to see who got the bed."

☐ It is said that a picture is worth a thousand words. If that is true and someone asks you to explain what motocross is about, show them a picture of Roger DeCoster in action. It doesn't matter which picture, any one will do, for it will show the style, speed and grace of the sport. When Roger DeCoster rode a bike, the full essence of what motocross is was displayed.

Roger DeCoster spent 20 years racing competitively and amassed an impressive list of victories around the world. He is most famous for his five 500cc World Championships and four Trans-Am titles, including 26 victories in Trans-Am racing. He was also a member of Belgium's Motocross and Trophee des Nations teams which decimated the world's best throughout the 1970s, winning 16 titles.

Although Roger has not raced in seven years, his legacy continues to grow. His influence on the sport is now more pronounced than ever through his work developing and testing bikes at Honda, running the company's race team, and leading America's Motocross des Nations teams to seven consecutive championships. Roger DeCoster is motocross' E.F. Hutton—when he speaks, people listen. He spoke and we listened as he recalled his early years in the sport and presented his views on the current state of motocross, from the riders to the promoters to the AMA.

MXA: *When did you start racing?*

Roger: My first race was in 1961 when I was 16. I rode an Italian bike, an Eton, which doesn't exist anymore. That was at the end of the season and I couldn't afford to race. I didn't have any money and my parents couldn't afford it. We had a warm house and plenty to eat, but with four brothers there wasn't any money for things like bikes and racing.

I was the oldest and I had been working in a motorcycle shop since I was 12 to save money to buy a bike. I cleaned parts and changed oil, little jobs to make money. By the time I was 16, I had saved enough to get one. During the winter I went back to work and was able to make enough money to rebuild the bike and start racing again in the spring. That year I won the Championship, and the following year, 1963, I got help from a local distributor.

MXA: *Was 1966 the first year you rode the Grands Prix?*

Roger: No, I rode the first time in 1965, when I rode about half of the events, the ones that weren't too far away. In '66 I rode them as well, but at the end of the season, I injured my kidney. I had won the 500 National Championship and was able to run with Joel and the rest of them until I got injured.

MXA: *So you were a factory rider for the first time in 1967?*

Roger: Yes, but not in the way you think of a factory rider today. Back then there was a big difference in the amount of support different riders on a team got. The "first" riders of the team were Friedrichs in the 500s and Robert in the 250s. They were the ones who got all the support. Today the riders get pretty much equal treatment, but at that time, one guy would get everything.

MXA: *So the factories played favorites.*

Roger: Yeah, the "top"guy got whatever he needed. In my contract it said I was a "works" rider, but I wasn't treated that way. In fact, CZ still owes me money from my contract. That was one of the reasons I left; the other was that I wasn't treated fairly.

MXA: *How so?*

Roger: Well, the mechanics had complete control over the parts. They would come from the factory with parts, and along the way, they would sell the parts to buy things for themselves.

Dave Bickers, who was a factory rider at the time, lived in England. His mechanic had to drive through Belgium on his way to England with parts for Dave. Most of the time the mechanic would call me or my friends to see if we wanted to buy any parts. These were Dave's parts, and the guy would try to sell them. The same thing happened with my parts. So, although you were a factory rider, you had to buy half your parts or you wouldn't have them. The only ones who got their stuff were Robert and Friedrichs. I guess that was because they were the Champions. If you weren't the top guy, you had to struggle to get your stuff.

MXA: *Tell us about your first factory contract. What did it entail?*

Roger: Not much (laughs). My first contract was with Jawa for a works bike. The bike was handmade and had a lot of neat

The man: The embodiment of the sport itself, Roger DeCoster was a tough, clean, stylish and personable competitor. Roger built his reputation on the track, and then used it to help promote and popularize the sport around the world. ►


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ROGER



On the AMA: "In general, my feeling is that the AMA does not place motocross as a top priority. It is pretty clear that the AMA has not done enough for the sport, not anywhere near what it could have."

ideas for its time, but it was unreliable. We broke a lot of piston rings and crankshaft bearings on that bike.

The bike had a lot of power and was very fast. It also was very advanced. You could change the transmission without removing the motor from the bike, and the crank could be taken out one side of the cases. It was very unique in its design. That bike was the bike they based their Six Day machines on, which were very successful in the '70s.

MXA: *Did your contract pay you a salary and bonuses?*

Roger: (Laughing) No. . . it was very simple, only a paragraph or so long. It specified how many bikes I got, which was two—one to race and one for practice. It also specified that I get a mechanic for the GPs, but only for the GPs. At any other races I was on my own. There was no salary or bonuses. In fact, it only mentioned bikes, and said nothing about spare parts.

The next contract I had was with CZ. That was in 1970. I finished third in the world on the 250, behind Joel Robert and Sylvain Geboers and ahead of Heikki Mikkola. That was the only year I rode a 250 in the GPs. The contract paid $5000 for a salary, two bikes for the GPs, plus a 500 and necessary parts. But the parts were nothing like you get today. It also provided equipment for the Trans-Am and a round-trip airline ticket.

MXA: *That brings us to your first trip to America. Tell us about it.*

Roger: It was in 1967, the year after Torsten Hallman had been here. I had been wanting to come over since I met Bud and Dave Ekins and Steve McQueen at the Six Days in East Germany in 1964.

We met while waiting to cross the border from West Germany into East Germany. In those days, it took a whole day to get across, so we got to know each other while we waited. We ended up sitting next to each other at a table in the dorm dining area where we were staying. They thought Joel and I were pretty crazy because of the things we would do.

In the parking lot where they started the race each morning, Joel and I would fool around on the bikes before the race. The parking lot was made of cinder, so we would blast around and pitch the bikes sideways and stuff. Bud and Dave and Steve thought it was pretty funny, and they would egg us on to outdo each other. We got to know those guys pretty well, and we all became friends. Then a year later, Joel and I were in England to race a series put on by BBC Television, and we went into a pub, and who should be at the bar but Bud Ekins. We had a few drinks with him, and he gave us his address and told us to look him up if we ever came over.

MXA: *So then you came over in 1967.*

Roger: Yeah, in '67, Edison Dye brought a bunch of us over to race around various places in the country. The CZ distributor provided us with bikes and gave us a car. The car was big and old, like the Queen Mary. So we went to the races and helped design the tracks, and we'd go to the local radio stations and try to push the events. We got $230 for each race.

MXA: *That's not bad money for 20 years ago.*

Roger: Yeah, but that was to cover all the expenses, the hotels and meals and such. We would end up staying five to a room, and we would flip coins to see who got the bed and who got to sleep on the floor.

In fact, a year or two later, John Banks traveled with Dave Bickers and me, and we would still flip for the bed. Well, Bickers would play with the coins. He would tape two coins together, one set for heads and another for tails. He would have one set in each pocket. John Banks would always gamble with Bickers for the bed, and for the whole Trans-Am series, Banks ended up sleeping on the floor. On the last day, Dave told John what was going on. John was ready to kill when he found out! (laughs)

MXA: *What was your impression of the American riders?*

Roger: The funny thing was the way the bikes were set up. It seemed as though everybody in America rode without a front fender, and with a 19-inch front wheel with a rear trials tire on it. That probably came from the dirttrack heritage. We had skinny little 21-inch knobbies on our bikes. The Americans laughed at our bikes, and we laughed at theirs. It was two different styles.

MXA: *You were always the easiest World Champion to talk to. Did you plan to be such a good public relations man?*

Roger: At the time I did it, it was up to the riders to do it or not to do it. Now it is more compulsory. You have to do it or the factories lose interest in you.

MXA: *A rider with good PR skills is important then?*

Roger: Oh yes! He is worth more to the company. Much more. Plus, he increases his own value for things like sponsorships and such. It is a very important aspect of the sport. It doesn't matter whether you are a factory rider or just a local Novice. That was something I learned very early.

MXA: *Did your privateer beginnings ever change for you?*

Roger: Ah. . . I would have a hard time accepting the kind of support that the riders have today. I wanted to have more say in how things went along. I wanted that involvement. That is part of my personality. I like that hands-on feeling. I like working with the bikes, seeing how things work, I would want more involvement with my mechanic than the riders today have.

MXA: *That brings up your involvement now with the development of bikes at Honda.*

Roger: Yes, I guess what I'm doing now was a natural transition. I was always involved in testing and development when I was racing. You have to be to get things the way you want them.

I think that has been a great advantage for me, and one of the reasons I have been able to do it after my racing was over. If you are not close to the testing, you cannot have much input on changing and developing things. The bikes are so difficult to measure on dynos and instruments.

MXA: *When you test and develop a bike, what do you look for? What, in your opinion, makes a good bike?*

Roger: Well, you always look at what you had before as a starting point. You look at what other people are doing and what needs to be improved. You look to find things that can be changed to give the bike better lap times.

In a big company like Honda it is as much trying to convince the rest of the company of the need to do things that are very obvious, as it is finding things to change. Things like costs, or things that the competition isn't going to change, or that we're ahead on, so we can wait another year because they won't catch up this year, and so on. There is so much of that stuff. It is something I don't like, but it is part of any job. They are the things that have the biggest impact on development. It is all the little variables. In a company like this, once the wheels are moving, the inertia keeps them moving and it's hard to stop. And when it's stopped, it's hard to get moving.

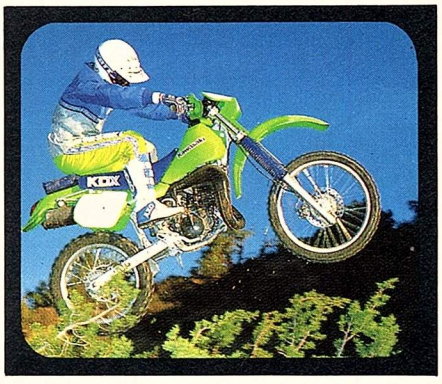
MXA: *Are you happy with this year's bikes?*

Roger: I am not totally happy with this year's bikes, but I think the general feel from what I have read in the press is below that of what the bike really is. I think that is indirectly because we have been on top for so long that they expect great changes with each new bike. I think there is justifiably some problems with the bikes, not everything is perfect, but I think the bikes have more potential than most people say.

I have ridden the other bikes, and some things work better than ours, but overall, I think ours are as good as or better than any bike out there. I definitely feel the bikes could be better.

MXA: *How so?*





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ROGER

Roger: With the 250 I would like to see better mid-range response.

MXA: *You mean the flat spot in the middle?*

Roger: Well, it is really linear, but Kawasaki improved the response from bottom to middle, as did Yamaha, and we tried to satisfy some of our critics who said we didn't have enough top end. In doing that, we had to trade off some of the mid-range punch. We lost some, and the other guys gained some, which makes it more obvious. I think our 250 is easier to ride than most of the bikes. I think those bikes improved a lot, which again makes it more obvious. I think when you average it out, the bikes are very close this year, closer than they have been for some time.

MXA: *Why the change to such a radical rising rate on the 250?*

Roger: The rate of the suspension when we tested, and we tested under all situations, was never what I wanted it to be. I was never happy with the test suspension, but I'm not the only person who was involved. Close to the final test sessions, Japan, on their own, decided to increase the progressivity, based on their own testing in Japan. We didn't have any say in the testing of the progressivity.



On being a factory rider, then and now: "Back then there was a big difference in the amount of support different riders on the team got. Now the riders are treated equally and get the same amount of support [equipment]."

But I don't think the ratio is the problem with the bike's suspension. You can compensate for it with spring rates and damping adjustments. I think that if there is enough technology in shocks, the ratio doesn't play as big a role as it once did.

MXA: *It seems that most of the criticism the bike has gotten is that it is a Rick Johnson replica. That unless you ride like him, things, such as the rear suspension, don't work.*

Roger: Well, definitely, when you have a guy who wins, you go in that direction to keep him there, and there is that tendency. If you make a bike that fits the middle-of-the-road rider, the better rider has to adjust to a lower-level bike.

MXA: *Let's change directions here and talk about what you look for in a rider. What do you look for in a rider you might sign, such as a George Holland or a Jeff Stanton?*

Roger: I look for many things. First of all, I look at who is available (laughs). From amongst those people, I look for a rider with a good personality. I look to see what kind of character they show. When you speak to a person, you can tell a lot by the way they speak and the way they look and the way their eyes look at you. Personality has a lot to do with how a rider is going to do in his career.

Of course, you look at his results and what kind of equipment he has been on. And you try to factor that in, as well. Style has a lot to do with it, you know, the way he looks and how he handles his bike, if he looks right on it.

Also, you look at your own capacity to support the guy. I would like to sign Jeff Ward, but you have to be able to support him properly with the equipment he deserves, which in his case would be the

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kind of money he deserves. It would not make sense to hire the guy. I would be better off giving support to one or two riders on a smaller scale who would be happy with the support I could give them.

Another factor to be judged is the contact the rider has with the public for a developed rider, or the potential a rider might have with the public for an up-and-comer. How a rider comes across to the public, how he is perceived.

MXA: *What it comes down to is promotion of the company, and bike sales through winning and through public relations.*

Roger: Yes, you need someone who is visible and has a good image, someone who can be and is successful. That is the big difference between Ricky and Jeff. There is not much difference in success, win-ability and talent, but Ricky has an unusual rapport with the public. He can go to Paris or Italy or Japan, and even though he doesn't speak the language, he meshes with the public. He can be in last place, and they will cheer him on, and even if he doesn't win, they still adore him.

He has that slightly off-beat, outgoing personality that works with the public. He sells bikes and clothes and tickets to the races, and that is the bottom line for success in this or any sport.

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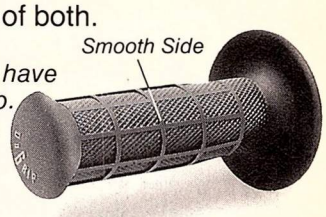
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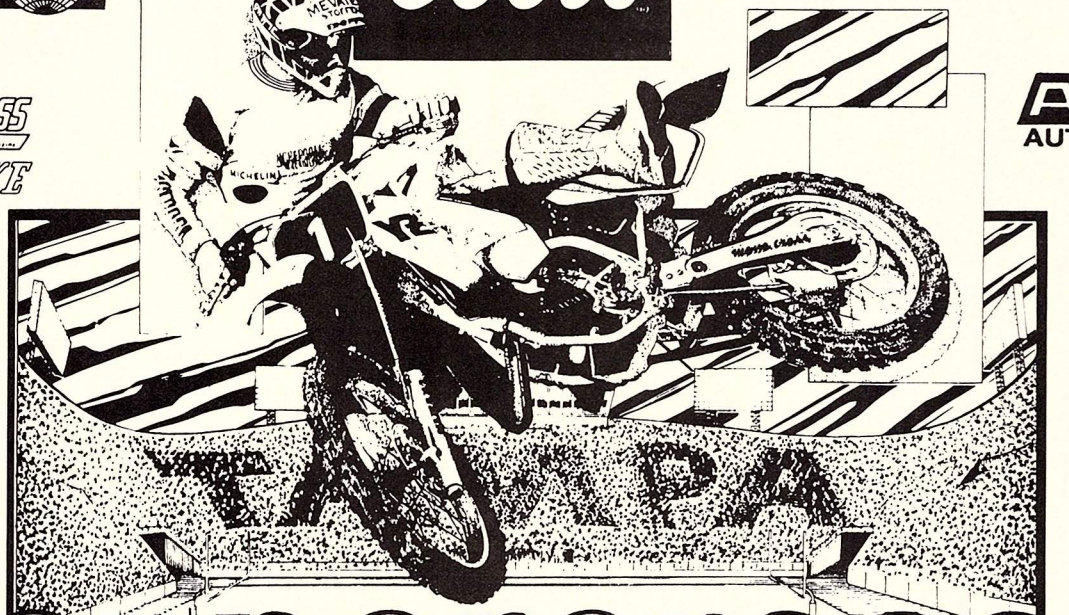
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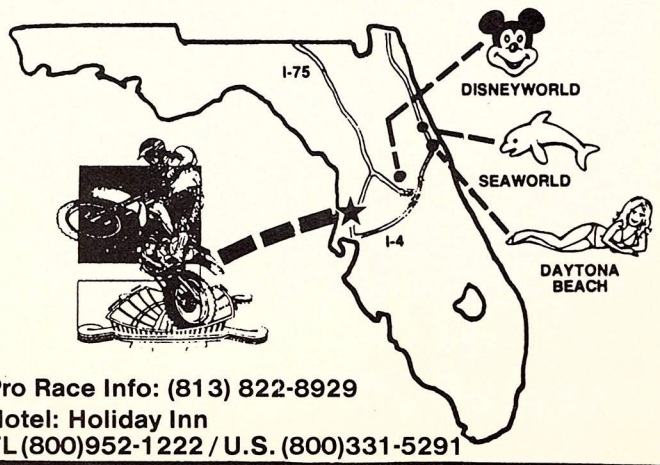
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happened, even if it is true, the public doesn't like it. I think that how you act when you win isn't as important as how you act when you lose. Not making excuses is an important attribute in a rider.

MXA: *Since we are talking about rider attributes, why don't you rate the riders and teams for this year?*

Roger: Whoa, I'm in trouble now. (laughs) It is tough right now, since I haven't seen some of the riders in a while. I'll have to do it on gut feeling.

MXA: *Fine, Team Kawasaki.*

Roger: I still expect them to be our biggest competition. I don't underestimate anybody, I respect all the riders out there, but I think they will be our toughest opponents. I'm sure that Ronnie Lechien has done some growing up and will now take his racing seriously during the week, not just on the weekend. He has so much talent, but it takes much more than ability to win. I think he will be a serious threat. And they have great bikes, so I wouldn't be surprised to see Ronnie win this year.

MXA: *Do you see him as a bigger threat than Jeff Ward?*

Roger: Ah . . . Jeff is always there, he has always been there, and he is a threat, but we know what it takes to beat him. If Ronnie took his racing as seriously as Jeff, I think he would be a stronger and more difficult rider to beat than Jeff. I'm not saying that will be the case, especially since Jeff gets tougher each year.

MXA: *How about Yamaha, Broc Glover and Micky Dymond?*

Roger: Well . . . it is hard to say. Broc has proven how capable he is, but I doubt if he can come back and run with the top guys. I doubt it very much.

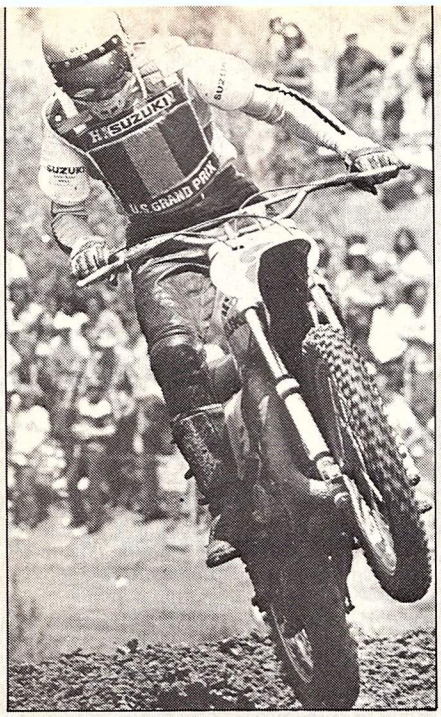
I think Micky is going to be strong in the beginning of the season. A lot will depend on how he does in the first few races—if he is confident and can keep his concentration during the whole race. Micky can definitely go fast, and he has a lot of ability, but I think he still lacks that toughness of a Johnson or Ward or Hannah. The true difference between a Champion and just a good rider is the ability to limit the damage on a day when things are off. To have a bad day and still get the top points. Ricky and Jeff can do that; they can be hurt or crash and still get a lot of points.

Micky is as fast as Rick or Jeff. In Brazil at the 125 GP in 1986, he was fantastic and rode extremely well. When he is on, he can really ride, but when he is off, he is off in a big way. He loses too much ground.

MXA: *How about Jeff Stanton?*

Roger: We tried to get him on our team, but we couldn't give him what he thought he was worth. So he is probably better off at Yamaha, because they can give him that support, and he won't be in Ricky's shadow.

I think he has a great deal of potential to be one of the good riders. It is tough to compare. You want to compare him with Ricky, but that isn't fair. I think he shows a lot of promise and can improve and become a top rider.



On Carlsbad: "Contrary to what everyone thinks, I never hated racing at Carlsbad. I didn't mind the track; in fact, we raced on worse. I just had bad luck there, that's all"

MXA: *Bob Hannah, what do you see for him?*

Roger: I don't know exactly what he has in mind. Judging from what I have gotten from talking to him, I think he plans to race in Europe, a few GPs. I think if he does well, he will want to race the whole series. I think he will do well. I think it would be good for the sport and good for him and certainly for Suzuki.

MXA: *Would he have a shot at a Championship?*

Roger: I don't think it is impossible. I think that the tracks there are more to Bob's liking than the ones here. It depends on what kind of attitude he goes over there with. If he can really motivate himself, I don't know. . . you know he has been around a long time and financially it isn't a motivator, ah . . . I think that if I could work with him in Europe this year, I could motivate him, and he would have a good shot at winning the Championship.

MXA: *Is that something you'd like to do?*

Roger: Yes, in some ways. Yes, with him or Ricky or Jeff.

MXA: *Okay, how about Johnny O'Mara?*

Roger: Difficult to say, because of his knees and how substantial the injury and recovery were. I think he can be a threat at a few races, but not for the Championship.

MXA: *What about the youngsters Tichenor and Turpin?*

Roger: They show promise but not right now. I think Donny Schmit has more potential to be a winner. He is stronger, and there is more possibility. Ron and Keith will improve and can be consistent, but Donny shows more flash.

ROGER

He is solid, and he can come from behind and turn a situation around in a few laps. He can make things happen. I would prefer to gamble on him than on any of the other riders. It could be interesting. A lot will depend, too, on the bikes, which play a big role in the 125 Class.

MXA: *Let's move on to the privateers. Larry Brooks?*

Roger: Larry. I thought he was going to come through better than he did this year. He had some bad luck with injuries and mechanical problems. He has speed, but he lacks the organization he needs to win. He doesn't surround himself with the proper kind of support he needs.

I think he is a nice kid off the track, and when he is on, he gives it everything he has. But I don't think he really plans out what he is going to do before the races with his mechanic. There were some serious mistakes made with things like bike preparation that cost him a least one National win. He could have been top three or four. That is something he will need to straighten out. He could be in there this year.

MXA: *And Rick Ryan?*

Roger: I don't know. He is a strange guy. He can go fast, but his weak point is the same as Larry's. He needs to work on organization. Plus, he is a hard guy to get to know. He doesn't communicate his feelings very well. He is tough to talk to; he answers in yes or no answers, and does not elaborate. He, too, could do well.

In general, I'm disappointed that we couldn't give more support to guys like Ryan, Brooks and Fred Andrews. Guys who didn't win, but who put in good rides and who deserve support. Unfortunately, with the money situation, our management tells us what we can spend. It is hard to work with guys for several years and then not be able to offer them more.

MXA: *What about Keith Bowen? Do you foresee anything for him this year?*

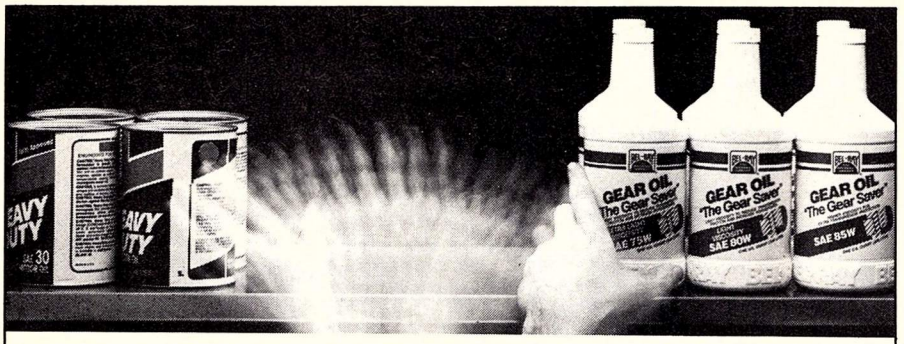
Roger: Again, I only see the guy from the outside. He can go fast, but he seems to have fallen into the same habits as Lechien. I don't think he takes his racing as seriously as he should. Maybe being a privateer will turn him around.

Some of these guys get a contract ride, and they are still young and don't appreciate the implications of the opportunity that has been given to them. It is hard to blame them sometimes. I don't know what I would have done with that kind of money as a 17- or 18-year-old.

MXA: *Let's change directions again and talk about the AMA.*

Roger: Uh, oh!

MXA: *What are your thoughts on the way they are running the sport right now?*



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ROGER

Roger: In general, my feeling is that the AMA does not place motocross as a top priority. I think it should be, because motocross has the potential to be more exciting and to reach more people than any other motor sport right now. I don't think they have ever had the sport as a priority. There may be a change in attitude, but I don't know if it is too late.

In this country it is very tough; it is a big country with many different interests, especially in sports. It is pretty clear, however, that the AMA has not done enough for the sport, not anywhere near what it could have done.

MXA: *How does the FIM compare with the AMA?*

Roger: The FIM has some shortcomings; they are old fashioned and slow to change, but they are more organized. At least they are able to get schedules out a year ahead of time, and they have tradition. Here things are the opposite. They change things too fast. One year there is an East/West 125 competition, and the next there isn't, and so on.

They also change things like qualifying, heat structures and race formats. There is nothing wrong with change as long as it is not done without thought.

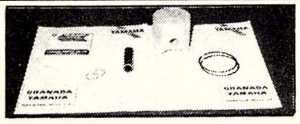
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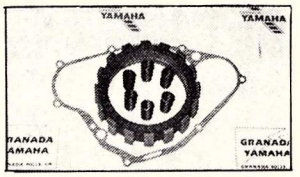
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ROGER

MXA: *What are the three problems or areas that you think need to be addressed most in the sport?*

Roger: First, the connection between the sport and the media, especially television. We need the exposure to bring the sport to more people, and subsequently, bring more people and more sponsors into the sport.

Second, the governing of the sport by the AMA and the lack of a firm and positive direction for the sport.

Third, and this is related to the first two, we need to get more people to come to the outdoor races. The facilities need to look better and be more comfortable for the spectators. The presentation needs to be better, for both the public and the press. Little things like restrooms and good parking, and such.

It is not good for the press. I've seen you waiting for a long time to get the final results, waiting to find out who finished in which position, and what the current points situation is. It is not as bad for you, because you know how the system works and how the scoring is done. But for the guy from the local paper or television station, who has deadlines and doesn't know that much, if anything at all, about the sport, it is very

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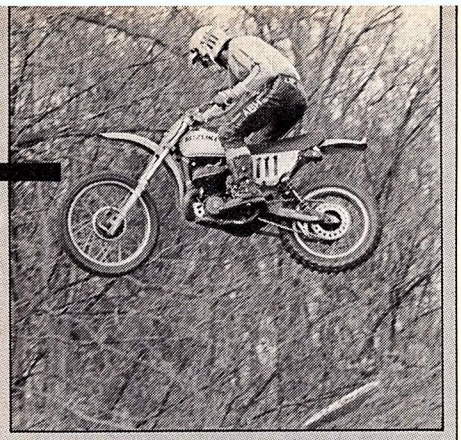
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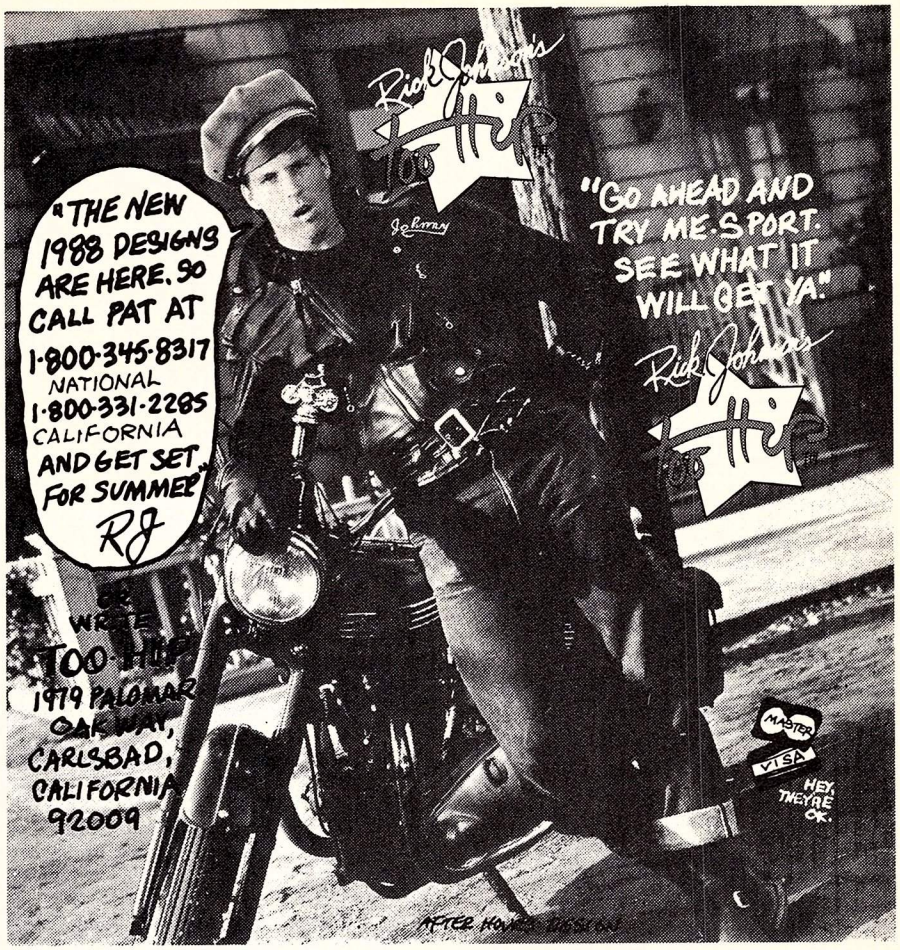
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On his first contract: "It was very simple, only a paragraph or two long. There was no salary or bonuses, in fact it only mentioned bikes and nothing about spare parts."

bad. It affects the image of the sport and the race facility.

In Europe they have the results within a few minutes, and they have copies they hand out, which makes the whole presentation much better. Usually, you can get lap charts within half an hour. Here it takes a week or more. The AMA needs to work on those types of things. In fact, the spectators often know only who won the race and not who finished fifth. They don't announce it, because they don't know. If they don't improve that, they won't get coverage from the general press, and they, in turn, won't get more people involved in the sport, which means more sponsors, and so on. □



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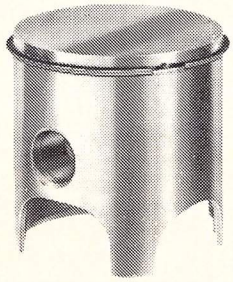
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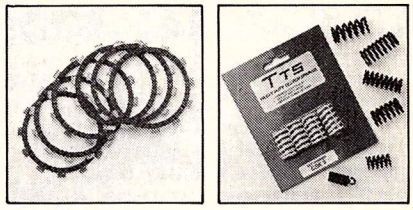
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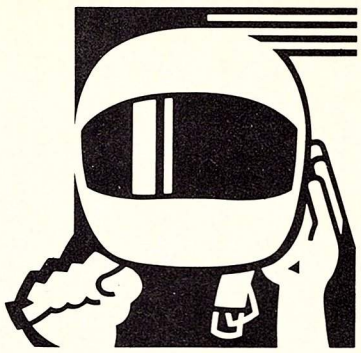
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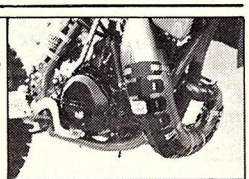
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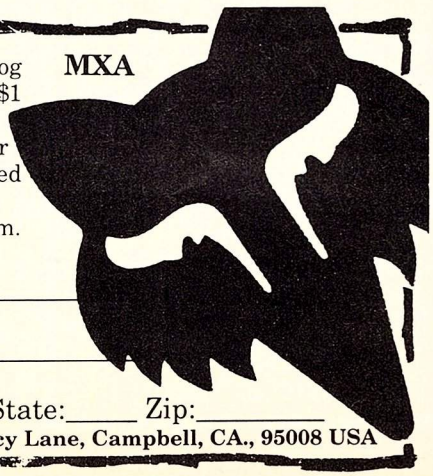
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March '87

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Motocross Action
June '87

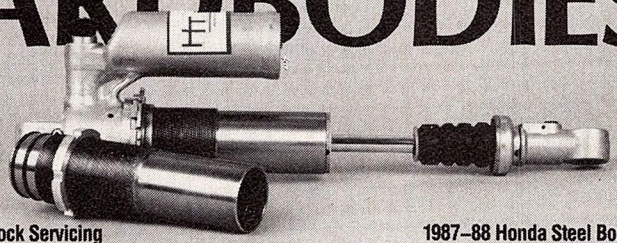
Since then, Race Tech has built a stong following with its motor and suspension modification. Just ask National pros Jeff Stanton, Billy Frank, Mike Beier and Doug Dubach.

Paul Thede's Race Tech probably has more experience with Suzukis than any other suspension expert.

Motocross Action
Sept. '86

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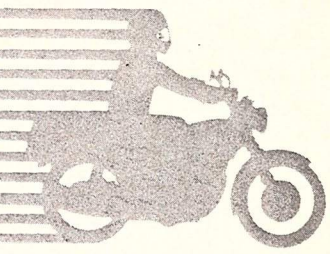
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DURALINER PACKAGE

FUNCTION: Remember how you gritted your teeth when your racing pal tossed your toolbox into the back of your truck last weekend, and left a half-inch gash in the paint job? Before wrapping a spare brake cable around his neck, suggest that he buy you a Duraliner bedliner before he speaks to you again. The one-piece, heavy-gauge polyethylene liner comes custom-molded to fit both foreign and domestic truck beds. Now they also offer a tailgate protector, and triple chrome-plated tie-downs for pickups with stake pockets.

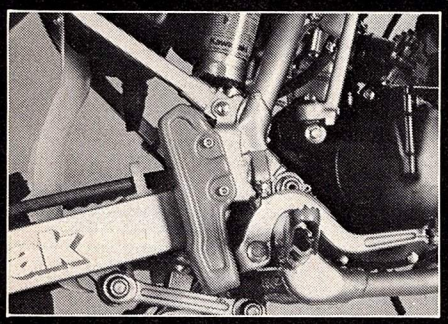
CONTACT: Durakon Industries, Dept. "Save the truck beds", 2101 N. Lapeer Rd., Lapeer, MI 48446; (800)521-9813.



HI-POINT SWEATSHIRT

FUNCTION: Nary an issue goes by that we don't find some excuse to print a picture of some lovely young lass either modeling or holding a product that is extremely relevant to your racing career. This month, Hi-Point is showing off their latest method of staying warm this spring. We're talking about the pullover sweatshirt, complete with hood, hand-warmer pockets and USA Hi-Point graphics. It's great for wearing around the pits or just wearing around. Model not included.

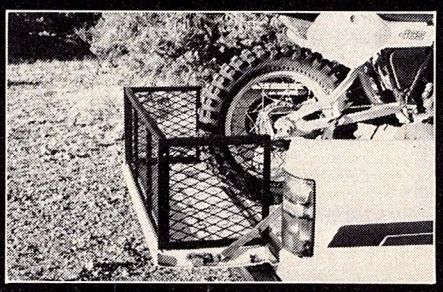
CONTACT: Hi-Point Racing, Dept. "What's in her hand?", 11249 Sunco Ave., Rancho Cordova, CA 95670; (916)635-2141.



MAIER LINKAGE GUARDS

FUNCTION: Just when you thought that the plastics companies had come up with a way to protect every possible exposed piece of your motor and frame, Maier Manufacturing comes out with a rear master cylinder linkage guard for most new MX bikes with rear disc brakes. Just $5.36 will protect your linkage and shaft from mud, rocks, and even your opponent's elbow when you take him out in the first corner.

CONTACT: Maier Mfg., Dept. "What are you doing under my linkage?", 12435 Loma Rica Dr., Grass Valley, CA 95945; (916)272-9036.



EXTEND-A-BED

FUNCTION: Short-bed truck owners know how tough it can be to safely pack anything other than your bike with the tailgate down. The *MXA* wrecking crew has dodged plenty of loose helmets, bike ramps, and other goodies that can slide out the back of an open truck panel. Extend-A-Bed bolts down onto the tailgate, is made of heavy-gauge steel, and has a removable rear panel for easy loading. During your non-racing days, it folds flat on the tailgate. You can find this swift bolt-on at most dealers and accessory stores.

CONTACT: Stieler Industries, Dept. "Where'd the cooler go?", P.O. Box 556, Duarte, CA 91010; (818)303-5783.



PERMA-THREAD KITS

FUNCTION: It's near midnight, and you've been in the garage since four in the afternoon, putting your bike back together after splitting the cases yourself for the first time. There's just one more bolt to tighten, and as you lean on your ratchet for the last time. . . a loud snap can be heard throughout the neighborhood. We've all stripped our fair share of threads, but next time, instead of kicking your poor little pooch across the garage floor, reach for Perma-Thread repair kits and inserts. SAE, metric and spark-plug threads are all available.

CONTACT: Thread Kits Co., Dept. "Stupid ratchet!", 2530 W. 237th St., Torrance, CA 90505.

Tricks From The Trade



1988 SUPERCROSS ACTION TRADING CARDS

FUNCTION: Why didn't somebody think of this before? SC Racing, of Covina, California, has assembled 60 hot color shots of the cream of today's racing family, and packaged them just like the baseball cards that we are so familiar with. R.J., Ward, Dymond and all the top riders are featured, with their career statistics and highlights on the back. Each pack includes five cards and one sticker from companies such as Malcolm Smith and AXO, and is priced at 75 cents. You can find them on sale at major motocross events across the country, or through your local O'Neal or Malcolm Smith dealer.

CONTACT: SC Racing, Dept. "Great idea", P.O. Box 1165, Covina, CA 91722.



RK MOTORCYCLE CHAINS

FUNCTION: RK Chains not only offers a 20,000-mile limited O-ring warranty, but has consistently supported AMA racing with a contingency program that offered $100,000 last year alone. Team HRC, Suzuki, Tuf Racing and Jim Holley are just a few examples of the folks who swear by this basic necessity. O'Neal USA coordinates its contingency awards program for motocross, but you can find the RK logo at practically any bike shop.

CONTACT: Circle Industries, Inc., Dept. "What if I don't have an odometer?", 17901 Arenth Ave., Industry, CA 91748.



HVI RACING SUSPENSION FLUID

FUNCTION: No matter how good your local suspension guru is at dialing in your shock to your personal riding style and body weight, suspension fade will occur when the oil becomes too hot to properly function— at the end of a 45-minute moto, for example. "HVI" stands for High Viscosity Index, a measure of an oil's resistance to high temperature thinning. Since we all know that the gang at Bel-Ray has been around the block and back again when it comes to lubricants, you can be sure this stuff works. Price is around $3.25.

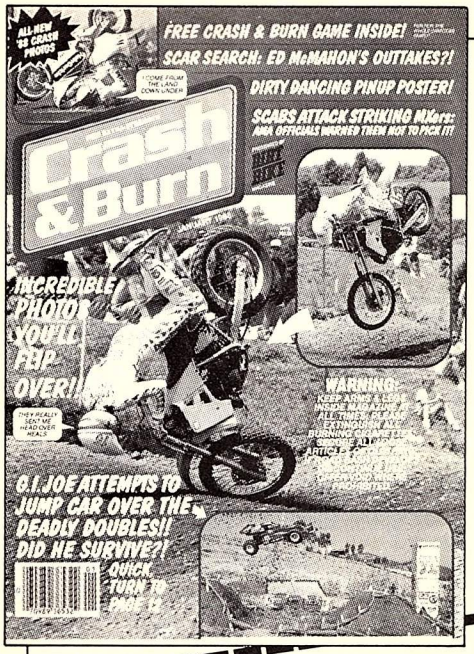
CONTACT: Your local motorcycle dealer that carries Bel-Ray products.



ACERBIS KX-250 FUEL TANK

FUNCTION: Long motos and 45-minute Grand Prix races can make owners of stock gas tanks a little nervous during the last few laps. Who can forget the way Johnny 'O handed Bob Hannah the 250 USGP overall win at Unadilla a few years back, running out of gas on the last lap. Acerbis figured out a way to add an extra half-gallon to the stock KX tank, yet retain the same comfortable, narrow profile as the original! It's not cheap at $175, but thinking back to the last time you pushed your bike to the pits with an empty tank should ease any fiscal hesitation.

CONTACT: Acerbis Plastica USA, Dept. "I'd rather pay than push", 10911-H Wheatlands Ave., Santee, CA 92071. □



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MAIL ENTRIES

(continued from page 22)

careless? Thousands of kids will think it's okay not to wear a helmet when you are just screwing around . . .

Reese Stormes
Reseda, CA

Dear *MXA*,

. . . I think it shows poor judgment on your part, and stupidity on John's part. Beginners will think if a Pro doesn't wear a helmet, why should they?

Aaron Carter
Canyon Country, CA

HOW COULD WE FORGET?

Dear *MXA*,

In your December '87 issue you listed the fastest riders in Illinois who are presently racing. How could you omit Bob Behrens?

Bill Kaht
Antioch, IL

(It was easy. We skipped the B's.)

A NOTE FROM JUNIOR'S FAN CLUB

Dear *MXA*,

You neglected a rising motocross star. His accomplishments include third at the World Mini, second at Loretta Lynn in the stock 125 Class and first in the Modified 125s. We think he is the leader of the Fast Boys from Illinois. His name is Junior Jackson.

The Justice League
Eureka, MS

(We skipped the J's, too.)

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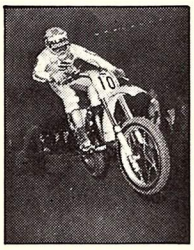
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☐ 5. BOB HANNAH AT UNADILLA GP



☐ 6. DUNES-RIDING ON AN ATC250



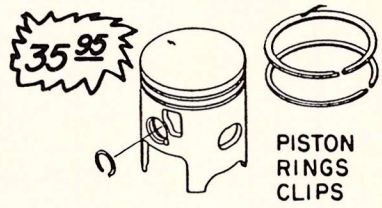
☐ 7. JOHNNY O'MARA ON A 125 MUGEN



☐ 8. FLYIN' FOUR-SIXTY-FIVES

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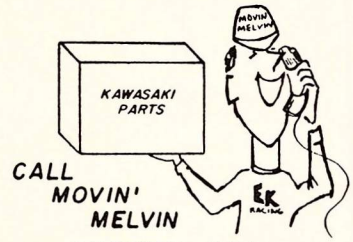
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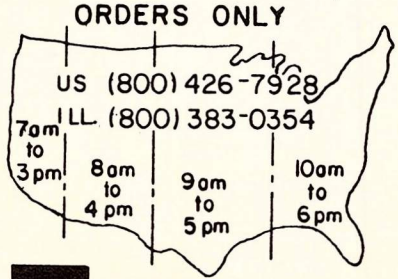
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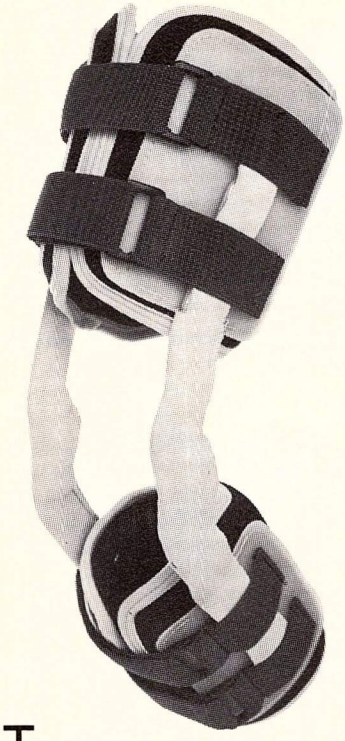
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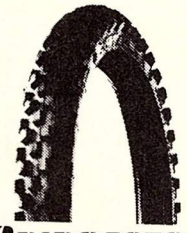
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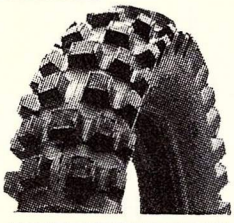
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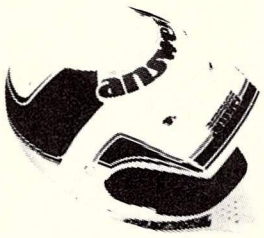
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Mar. 26-27	**POTOMAC MX,** Budds Creek, MD	(301) 475-2000
Apr. 9-10	**MID-ATLANTIC MX,** Aquasco, MD	(301) 354-2525
Apr. 30/May 1	**THE CHALLENGER,** Homer City, PA	(412) 726-5495
May 28-29	**DIRT TRACK INC.,** Mooers, NY	(518) 236-7897
Jun. 4-5	**HIDEAWAY MX,** Shippensburg, PA	(717) 423-6653

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Jun. 18-19	**BROOME-TIOGA,** Binghampton, NY	(607) 648-4997

NORTHEAST AMATEUR REGIONAL

Jun. 25-26	**STEEL CITY,** Delmont, PA	(304) 594-1157

SOUTHEAST AREA QUALIFIERS

Mar. 26-27	**VICTORY SPORTS,** Blountville, TN	(615) 323-5497
Apr. 2-3	**WHITE OAK,** Fredericksburg, VA	(703) 373-0890
Apr. 9-10	**SANDHILL,** Chesterfield, SC	(803) 623-2036
Apr. 16-17	**SECESSION MX,** Anderson, SC	(803) 296-5983
May 7-8	**GATORBACK,** Gainesville, FL	(813) 822-8929
May 28-29	**HELL HOLE CREEK,** Leesville, SC	(803) 532-5778
Jun. 4-5	**SUGAR TREE,** Axton, VA	(703) 650-3030

SOUTHEAST YOUTH REGIONAL

Jun. 25-26	**ROLLING HILLS,** Reidsville, NC	(919) 342-4492

SOUTHEAST AMATEUR REGIONAL

Jun. 18-19	**DEVIL'S RIDGE,** Sanford, NC	(919) 776-1767

MID EAST AREA QUALIFIERS

Apr. 16-17	**MORELANDS MX,** Stanton, MI	(517) 235-4105
Apr. 23-24	**EASTERN KY MX,** Eastern, KY	(606) 285-9306
May 7-8	**MOTOSPORT TRAILS,** Millport, OH	(216) 821-2966
May 14-15	**C.O.C.R.,** Sugar Grove, Oh	(614) 237-3511
May 21-22	**WESTERN KY TR. RIDERS,** Cadiz, KY	(502) 522-6624
May 29-30	**KNOBBY HILL,** Hortonville, TN	(317) 758-6200
Jun. 4-5	**IRON MUSTANGS,** Brighton, MI	(313) 535-5640

MID EAST YOUTH REGIONAL

Jun. 25-26	**C & S SPORTS,** Terre Haute, IN	(812) 894-2708

MID EAST AMATEUR REGIONAL

Jun. 18-19	**RED BUD,** Buchanan, MI	(616) 695-6405

SOUTH CENTRAL AREA QUALIFIERS

Mar. 19-20	**SWAN MX,** Tyler, TX	(214) 882-4215
Mar. 26-27	**SOUTH 40,** Crain, TX	(915) 558-3981
Apr. 16-17	**CAMEL BACK,** Pine Bluff, AR	(501) 879-1404
Apr. 23-24	**RIVERSIDE MX,** Watson, LA	(504) 664-4297
Apr. 30/May 1	**GOOD TIMES,** San Antonio, TX	(512) 670-8211
May 7-8	**MESA RACEWAY,** Mesa, TX	(807) 857-2235

SOUTH CENTRAL YOUTH/AMATEUR REGIONAL

May 28-29	**GOOD TIMES,** San Antonio, TX	(512) 670-8211

WEST CENTRAL AREA QUALIFIERS

May 14-15	**UINTAH BASIN,** Rosevelt, UT	(801) 756-9723
May 21-22	**CARBON EMERY MC,** Price, UT	(801) 756-9723
June. 4-5	**GREEN RIVER MC,** Rocksprings, WY	(801) 756-9723
Jun. 11-12	**WESTERN WYOMING MC,** Evanston, WY	(801) 756-9723

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Jul. 2-3	**HAPPY VALLEY MC,** Spanish Fork, UT	(801) 576-9723

NORTH CENTRAL AMATEUR REGIONAL ONLY

Jun. 25-26	**MOTOSPORTS,** Byron, IL	(815) 234-2271

NORTH CENTRAL YOUTH REGIONAL ONLY

Jul. 2-3	**MIDWAY,** Kellogg, MN	(507) 534-2841

NORTHWEST YOUTH/AMATEUR REGIONAL ONLY

May 28	**WASHOUGAL MX,** Washougal, WA	(206) 568-3235

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BIRTH DATE ☐☐ ☐☐ ☐☐ (MO. DAY YR) AGE ☐☐ BIKE BRAND ☐☐☐

BIKE NUMBER ☐☐☐

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2. ☐ 125 A Mod.
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4. ☐ 125 B Mod.
5. ☐ 250 A Stock
6. ☐ 250 A Mod.
7. ☐ 250 B Stock
8. ☐ 250 B. Mod.
9. ☐ Open A
10. ☐ Open B/C
11. ☐ Plus 25
12. ☐ SR Plus 30
13. ☐ SR Plus 40

1987 AMA & NMA National riders placing in top 5 of B or Intermediate classes ride A classes. Any C rider who qualified to ride at the 1987 National Final must ride B. Riders must ride in the highest ranked class (A, B or C) that they currently ride in their local area.

YOUTH/AMATEUR C/WOMEN

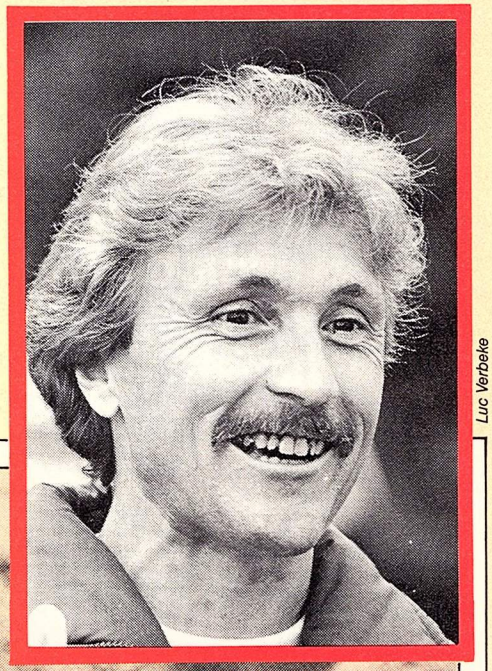
14. ☐ 51 Stock Automatic (4-8)
15. ☐ 65 Stock (7-11)
16. ☐ 85 Stock (7-11)
17. ☐ 85 Stock (12-13)
18. ☐ 85 Mod. (9-13)
19. ☐ 85 Stock (14-15)
20. ☐ 85 Mod. (14-15)
21. ☐ 125 Stock (12-15)
22. ☐ 125 Mod. (12-15)
23. ☐ 125 C Novice Stock
24. ☐ 125 C Novice Mod.
25. ☐ 250 C Novice Stock
26. ☐ 250 C Novice Mod.
27. ☐ Women (0-125cc)

Great Moments

NUMBER 1, 2 & 3 IN THE ONE-TWO-FIVES

☐ Diminutive Gaston Rahier (pronounced *gas-tone ray-ay*) was part of the greatest motocross team of all time. Joel Robert, Roger DeCoster and Gaston Rahier teamed up on the Suzuki squad during the early '70s. Together they share a total of 14 World Championships. Gaston achieved his fame as the first official 125 World Champion. When the FIM recognized the 125 Class in 1975, Gaston was already a well-known Grand Prix rider, the Belgian 250 National Champion, and had spent several years in Japan developing Suzuki motocrossers (and winning the Japanese National Championship).

From 1975 to 1977, Gaston won three straight 125 Grand Prix titles, and just barely missed a fourth. Following his years at Suzuki, Gaston signed on with Team Yamaha and Team Gilera. After a terrible first-turn accident had doctors saying he would never be able to use his right hand, Gaston recovered and came back to race again. The 38-year-old Belgian is the current king of the 6000-mile Paris to Dakar Rallye. ☐



Luc Verbeke

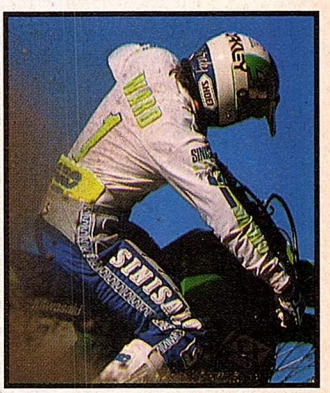
Today Gaston Rahier is the head of his own racing corporation that is connected with Suzuki. What does Rahier's company do? It builds and races bikes in the Paris/Dakar Rallye.



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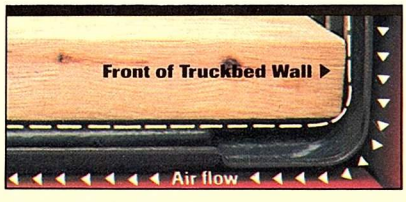
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